

**From:** [REDACTED]  
**Sent:** 13 April 2022 21:47  
**To:** \_WEB\_Canals Strategy  
**Cc:** [REDACTED] \_Council\_Rodborough Parish  
**Subject:** Consultation- on behalf of Rodborough Parish Council

**Categories:** Canal Strategy 2022 response

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Dear Sir/Madam

- For some people the towpath is far more important & useful than the canal itself, although as a wildlife corridor and play-route it has its purposes
- The towpath forms a really wonderful leisure route for cyclists of all ages and abilities, but it mustn't be used by GCC as cover or an excuse for not providing a separate route for commuting cyclists; there has to be a fully separated bike route that follows the A419 from Chalford, through Stroud and on to Ebley, Stonehouse and beyond and which utilises the public space currently devoted to motorised traffic
- Cyclists using the towpath should adhere to strict guidance about giving way to pedestrians and dogs (on leads), and keeping to low (5mph) speeds whenever there are pedestrians or dogs (or ducks or swans ...) about or around blind corners.
- Allow/encourage/profit from signposts to local facilities e.g. the Clothiers Arms, Cytek, Stonehouse Town facilities,
- The towpath ought to serve as the preferred pedestrian route (and make it safer for leisure cyclists), away from the A419 rather than expecting them to walk long distances next to the A419, but to this end
  - some bits need widening, using the canal itself to provide the space, specifically at Wallbridge and under Dr Newton's Way, perhaps with similar structures either to the landing stages or as has been done to the west of Wallbridge
  - there must be a foot and cycle bridge built at Capels Mill to allow passage from where the towpath ends on one side and re-starts on the other to remove the long and traffic-fume filled route next to Dr Newton's Way
  - there need to be more and better-surfaced (and well signed) public paths for pedestrian and cyclists from the canal both to the urbanised sections of the A419 and up to the higher lanes that run broadly parallel to the canal, viz Rodborough, Butterrow & Bagpath Lanes on the south side and Thrupp & Bourne Lanes on the north side. Currently many of these paths are appallingly surfaced and, on the south side, extremely poorly served by infrequent and dangerous rail crossings with inaccessible stiles and awkward kissing gates; they all need upgrading to bridle paths with, at rail crossing points sirens, lights and phones (as at the Ham Mill & Bowbridge crossing points)
  - in urban areas, discreet lighting that isn't totally inhospitable to wildlife, should be provided to make the towpath feel safe, but not in any rural area as its effect on moths, bats and other nocturnal animals is disastrous; ideally all lights should be switched off 23.30 to 06.00 nightly

Kinds Regards,

[REDACTED] CMIOSH PIEMA,  
Councillor, for and on behalf of.  
Rodborough Parish Council

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