

Regulation 14 Draft

**Standish Neighbourhood
Development Plan**

2019-2040

Sustainable transport

Evidence paper

July 2021

**Standish
Parish
Council**



INTRODUCTION

1. The purpose of this report is to set out the planning case for the introduction of a Sustainable Transport policy in the Standish NDP.
2. The report is set out in two parts:
 - Part 1: This section summarises the available evidence and examines how it supports the proposed policy;
 - Part 2: This section is a factual review of the available planning evidence.

Contents

| | |
|--|----------|
| INTRODUCTION | 2 |
| PART 1: JUSTIFICATION FOR A SUSTAINABLE TRANSPORT POLICY | 4 |
| Summary of the evidence in this report | 4 |
| Potential harm that could arise to the PROW network by introducing a strategic development | 5 |
| Site PS19a/South Standish | 5 |
| PART 2: REVIEW OF RELEVANT PLANNING EVIDENCE | 8 |
| Road safety on the B4008 | 8 |
| Walking and cycling along the B4008..... | 8 |
| “Safe and Sustainable Travel in Standish” | 9 |
| Accident data | 13 |
| Stroud Sustainable Transport Strategy | 13 |
| Local Transport Plan 2015-2031 | 14 |
| Draft Local Transport Plan 4..... | 14 |
| Gloucestershire Rights of Way and Countryside Access Improvement Plan 2011 - 2026..... | 15 |
| Community Audit of PROW Infrastructure | 16 |
| Appendix 1: Community survey of opinions regarding the B4008 (September 2017) | 17 |
| Appendix 2 Proposals for Making the B4008 Safer for Non-Motored Users..... | 23 |
| “Safe and Sustainable Travel in Standish” | 23 |
| Appendix 3: Prow Audit (July 2019) | 26 |

PART 1: JUSTIFICATION FOR A SUSTAINABLE TRANSPORT POLICY

Summary of the evidence in this report

3. This report reviews a wide range of evidence considering the importance of the public rights of way (PROW) network and sustainable modes of travel in Standish. The evidence is complex and varied in scope. Therefore, to assist the reader, the main points that are drawn from this evidence are set out in the box below.

The main conclusions that can be drawn from the examination of sustainable transport evidence available for Standish Parish

The main transport route through Standish is the B4008 which traverses the parish from the northwest to the south east. It is a winding and narrow road and there have been 3 serious and 1 fatal accidents between Little Haresfield and Stonehouse in the last 5 years.. Traffic movements have increased by 54% between 1999 and 2017, from approximately 5,400 vehicles per day to 8,300 vehicles per day and local people feel that it is unsafe.

The Highways Authority's Local Transport Plan and the Countryside Access and Rights of Way Improvement Plan recognise the value that the PROW network creates in allowing non-motorised travel in the County and the health and recreation benefits that this brings. The Highway Authority's LTP has adopted "Access Improvement Multi-user track B4008" between Little Haresfield and Stonehouse as a long-term capital priority.

The Cotswold Way links the parish footpath network to the Cotswold Area of Outstanding Natural Beauty (AONB). In addition, there is an extensive PROW network that links Standish to the AONB, the wider countryside, and Stonehouse.

The Stonehouse NDP seeks to ensure that new development, such as that at SA2/Great Oldbury, will create a robust network of accessible cycle and pedestrian routes that will also function as wildlife corridors. It will be necessary for the Standish NDP to carry these routes forward into new development such as that at PS19a/South Standish. Accessible cycle routes that are high quality, fit for purpose and usable by a variety of non-motorised vehicles including cargo bikes and mobility scooters (see Figure 1).

The Parish Council objects to any development that has motorised access onto the B4008, which would add to levels of traffic, thus exacerbating the current concerns and issues without mitigation.

The B4008 is particularly unsuitable for cyclists and walkers due to width restrictions, poor visibility for motorists particularly at curves, narrow or inaccessible verges and the absence of any safe non-motorised routes on much of its length.

The Parish Council has undertaken a feasibility study on a Multi-User Path along the B4008 between Little Haresfield and Stonehouse and is in discussion with the Local Transport Authority regarding an off-road path for cyclists and other non-motorised users between the Stonehouse/Standish boundary and M5 Junction 12. The purpose is to enable non-motorised transport to utilise a route between Stroud and Gloucester and pedestrians to gain access to Stonehouse and Gloucester, avoiding the dangers posed by traffic on the B4008.

The community has identified key transport routes that should be the focus of improvement projects.

Potential harm that could arise to the PROW network by introducing a strategic development

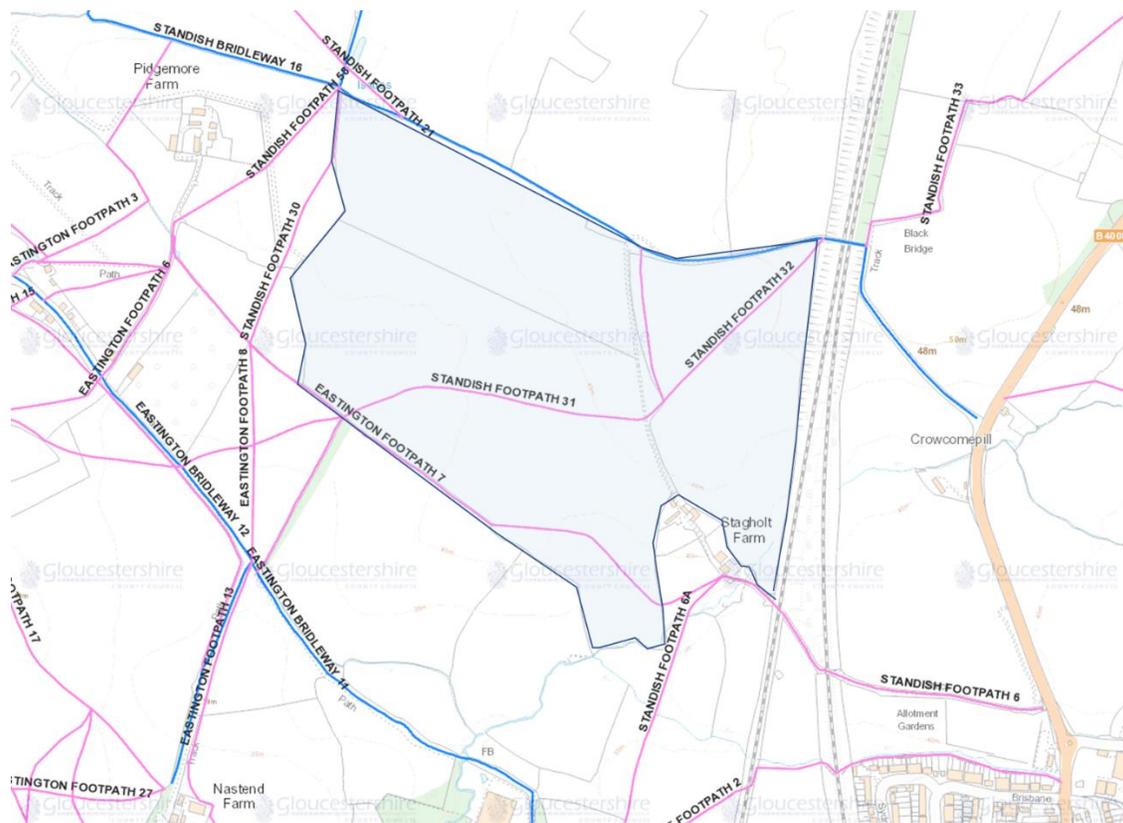
4. The Vision for Standish seeks to ensure that public rights of way in the Parish are safe and accessible and that the Parish does not feel severed by the railway line. Policy S3 seeks to improve the PROW network. Though it cannot reduce severance, a stronger PROW will allow better movement from east/west and will help meet this objective.

Site PS19a/South Standish

5. The Draft Local Plan makes clear that it is necessary to significantly increase the available housing and economic development land across the District and that this should be reflected in land allocations in the Local Plan when it is adopted.
6. The Parish Council considers that it is acceptable to allow development at PS19a should no better sites become available during the evolution of the District's spatial strategy.
7. PS19a/South Standish overlays a number of local footpaths. These are shown in **Figure 1** below. The development site is shaded as blue. The map shows that the following footpaths either cross the site, or form part of its border:
 - Eastington Footpath 7
 - Standish Footpath 6
 - Standish Footpath 6A
 - Standish Footpath 21
 - Standish Footpath 30
 - Standish Footpath 31

- Standish Footpath 32
- Standish Footpath 58
- Standish Bridleway 16
- Standish Bridleway 22

Figure 1: definitive map of public rights of way affecting proposed site PS19a/South Standish



- Any development at PS19a/South Standish would therefore have the potential to cause harm to these footpaths and bridleways which is contrary to Local Plan policy EI13. Therefore, as a minimum, these footpaths should be preserved according to that policy.
- The Stonehouse NDP seeks to introduce a multi-user network of accessible routes in a series of policies that seek to retain and strengthen the PROW network there. These policies also seek to achieve the development of wildlife corridors alongside the routes. The policies in the Standish NDP should therefore extend these policies from the Stonehouse NDP to create a seamless network where residents of either parish enjoy the same standards as they move between them.

10. The Parish Council has been successful in securing the County Council's agreement to include the following long-term capital priority in its Local Transport Plan for 2015-31: ' Access improvement Multi-Use Track - B4008 between Little Haresfield and Stonehouse'. The purpose is to enable cyclists, non-motorised transport and pedestrians to gain access to Stonehouse and Gloucester avoiding the dangers posed by the B4008. Funding for this improvement could flow from the development of PS19a/South Standish since it will provide better access to the countryside and to safe cycling routes than would exist otherwise and since most of the identified route is immediately adjacent to the proposed development site. The survey in **Appendix 1** shows overwhelming support for the multi-user path.
11. Funding for this improvement could flow from the development of PS19a/South Standish since it will provide better access to the countryside than would exist otherwise and since the majority of the identified route is immediately adjacent to the proposed development site.
12. Since the proposal for the Multi-User Track was adopted, the discussion between the Parish Council and the Highways Authority has changed to include the possibility of an off-road cycleway for cyclists and other non-motorised users, between the Stonehouse /Standish boundary and Junction 12 of the M5. The Parish Council is hoping to get this prioritised for adoption in the Local Transport Plan which is currently under review.
13. Other improvements have also been identified to Standish Footpaths 40, 54, 47, 48 and Bridleway 61 and the Cotswold Way, show in purple in **Figure 4**.
14. The Gloucestershire Rights of Way And Countryside Access Improvement Plan 2011 – 2026 sets out the standards and expectations of the management of the PROW network and all development affecting the network should comply with the provisions of the plan.
15. An audit of all PROW in the parish in July 2019 indicates were improvements and repairs to the PROW are required. This is set out in **Appendix 3**.

PART 2: REVIEW OF RELEVANT PLANNING EVIDENCE

Road safety on the B4008

Walking and cycling along the B4008

16. The increased traffic and its speed mean that it is not a pleasant or safe road along which to walk, cycle or ride at most times of day. There is no paved footpath between Stonehouse and Stroud Green and only a narrow tarmac path from Stroud Green to the road turning at Little Haresfield. Overhanging and creeping vegetation at ground level along the tarmac path, especially beside the bridge, also impedes users. From Stroud Green to Stonehouse, there is a grass verge along much of the road on both sides, but this is very uneven, difficult for pedestrians to walk along and impossible to negotiate with pushchair or bicycle. The verge varies in width and has a ditch to its hedge side.
17. There are bridleways accessed from either side of the road, but to go from one to the other requires riders to use a stretch of the busy road between Stonehouse and Standish. Horseriders based at Nupend, Oldends Lane or Standish Lane for example, are effectively cut off from the off-road or quiet lane circuits on the other side of the B4008.
18. Standish Parish Council identified these issues in the Parish Plan of 2009. It reported that local residents saw improving safety on the B4008 as the number one priority issue, and the Parish Council consequently started to investigate the possibility of a multi-user pathway alongside the road. This would provide access into existing PROW and bridleways, which then link to neighbouring settlements. Surface improvements would provide a traffic free network to help local residents access a range of facilities, including Stonehouse GP practices, Maidenhill Comprehensive School, local shops, restaurants and food outlets, the Stagholt allotments, Stonehouse railway station and bus stops. This network would be an opportunity for onward connectivity of a more strategic nature. Standish Parish Council reported that “Young people cannot cycle to school. Residents are frightened to cycle or walk to Stonehouse. Horse riders cannot access bridleways safely.” Such concerns are likely to be shared by other local residents, both in Stonehouse and its outlying villages.
19. Eastington Parish Council, which includes Nupend, had also been trying, with limited success, to improve its own rights of way network, and was very interested in the proposal.
20. The Mid Cotswold Tracks & Trails Group (MCTTG) was formed in 2008 by local horse riders concerned at the increasing dangers of riding on local roads and lanes, and at the decreasing availability and the poor maintenance of many off-road riding routes. MCTTG held an Open Day at Nupend in Oct 2008 and riders attending lodged this specific safety issue with them, requesting assistance to get improvements to this road and in this area in general. MCTTG began a list of projects to improve the safety of riding in the Mid Cotswolds. After working successfully on some smaller individual projects, with a range of local partners, MCTTG believes it was now in a position to help address this problem.

21. The Parish Council has gathered views through numerous consultation events (for the Parish Plan, at Annual Parish Meetings and more recently as part of the work to produce a Neighbourhood Development Plan) and has received feedback that improvements to the B4008 are a key priority for Standish residents. They have told the Parish Council that:
- young people cannot cycle to school because the road is too dangerous;
 - many people perceive that it is too dangerous to cycle to the shops or to work
 - walking along the road is essentially impossible, especially between Stroud Green and Stonehouse where there is no paved footpath or safe verge
 - horse riders are unable to link up with bridleway routes because it is unsafe to ride along the road or cross it
 - the speed of traffic is too fast for the conditions of the road
 - they have been involved in accidents and many near misses
 - they would support the creation of a safe route for walkers, cyclists and horse riders along the B4008
 - Dog walkers would like a safe circular from Stonehouse to Standish Woods and back
 - Off-road cyclists, especially young people, who enjoy the challenges of Standish Woods would like a safe access route, especially from Stonehouse.
22. A Freedom of Information request made by the Parish Council to Gloucestershire County Council on (Information request (ref: 8023826, 8 May 2018) revealed the increase in daily weekday traffic flows between 1999 and 2017 to be the highest on rural “B” roads in the County:
- on the B4008, East of the M5, traffic flows have increased by 54% between 1999 and 2017, from approximately 5,400 vehicles per day to 8,300 vehicles per day.
 - Between 2009 and 2017 the weekday flows have decreased by 9% from 9,140 per day to 8,300 per day.
 - On other rural 'B' roads in the County where 1999 weekday traffic flows were between 5,000 and 7,000 vehicles, the increase between 1999 and 2017 has been between 13% and 52%.
 - Nationally rural minor roads increased by 24.5% between 1996 and 2016. Urban minor roads increased by 7.3%

“Safe and Sustainable Travel in Standish”

23. A report was prepared for the Parish Council entitled “Safe and sustainable Travel in Standish”, which was a feasibility study funded by Gloucestershire Police Commissioner’s Fund – Safe and Social Driving in Gloucestershire. The report was dated 30 May 2017.

24. The report made a number of recommendations, which could potentially be funded by S106 contributions from strategic development. The recommendations were developed in partnership with Gloucestershire County Council's Public Rights of Way Officer and Highways (Stroud Area) Manager and, if funding is secured, all works will be carried out by GCC approved contractors to GCC standards, making the installations, as far as is possible, maintenance free. The recommendations are replicated below in **Figure 2**.

Figure 2: main recommendations from "Safe and Sustainable Travel in Standish" (May 2017)

For the B4008

- a) The repair of the existing side of road pavement between Stroud Green and Little Haresfield.
- b) The construction of a new side of road pavement between Horsemarling Lane and Stroud Green.
- c) The introduction of additional traffic calming and speed reduction measures (between the bends).

For Off-Road 'Multi-User' Routes

- d) The improvement of selected footpaths and multi-user tracks to the east of the B4008, primarily accessed via Horsemarling Lane, including improved signage, more effective gates and surface repairs, leading up to the proposed 'Standish Loop' – a new waymarked circular trail on the Cotswold Way between Haresfield Camp and Standish Quarry.
- e) The repair and improvement (including additional security and protection at points of entry) of the existing PROWs between Crowcomepill and Standish Lane (by Standish Court), providing an off-road route that by-passes the most dangerous section of the B4008.
- f) The creation of a new side of road track alongside the B4008 between Horsemarling Lane and Crowcomepill, to link up the existing PROWs to the east and to the west of the B4008.

25. During the preparation of the study, it was concluded that

whilst a new side of road, multi-user track alongside the B4008 would be the ideal solution, it is probably a financially and technically unrealistic ambition. Therefore, it would be clearly irresponsible to do anything to encourage cyclists and horse riders especially to travel along, or try to cross, the B4008 in its current condition.

26. The full report is available to view in **Appendix 2**. The summary costings of proposed works is set out below in **Figure 3**.

Figure 3: Summary of costs for highways related projects

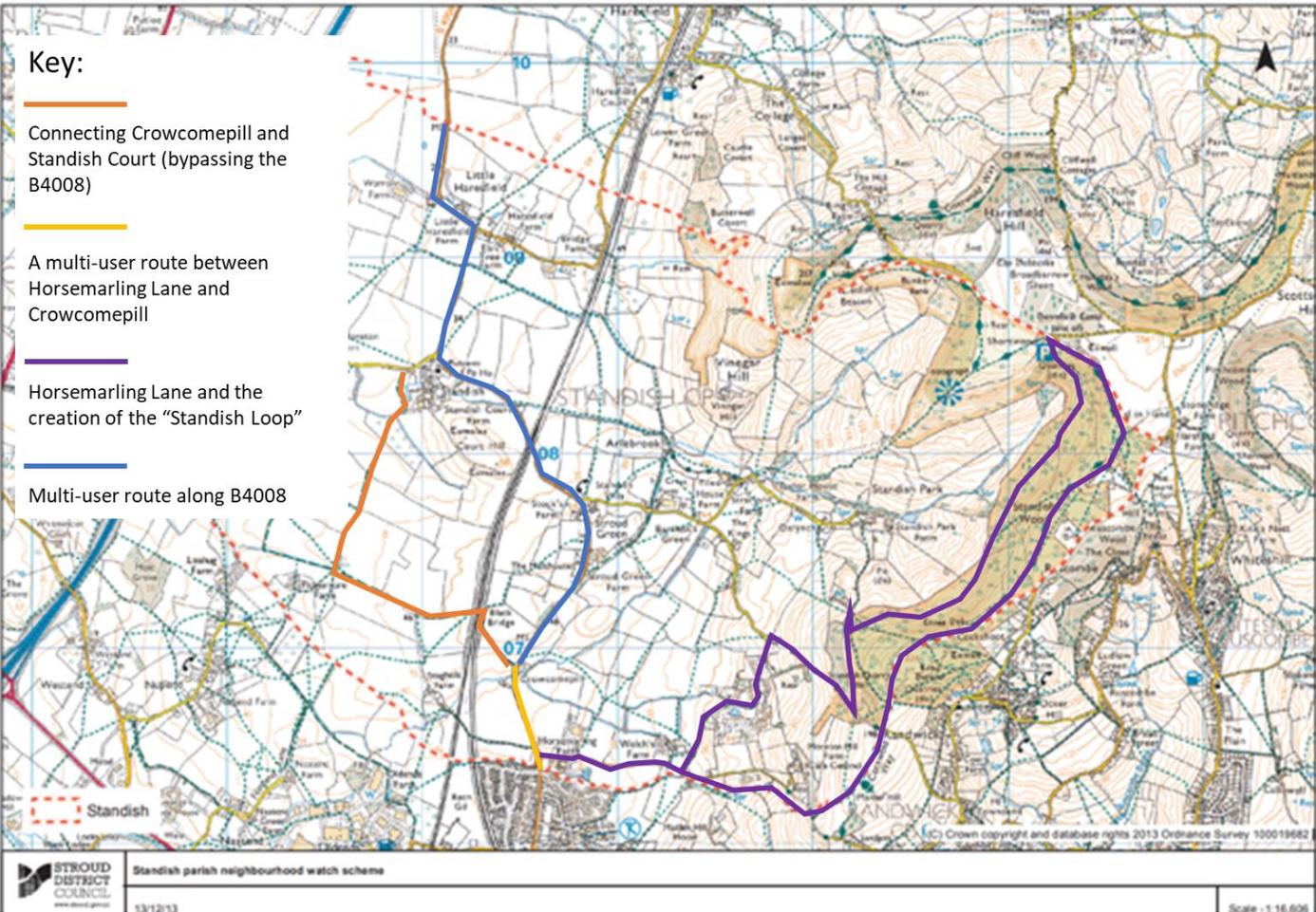
| Highways Related Projects (in recommended priority order) | |
|---|-------------------|
| Proposed Works | Cost Estimate (£) |
| 4.1 Repair of existing pavement between Stroud Green and Little Haresfield | 80,000 |
| 4.2 Construction of a new pavement between Horsemarling Lane and Stroud Green | 140,000 |
| 4.3 Additional traffic calming measures (between bends) | 60,000 |
| Total | £280,000 |

| Off-Road Multi-User Route projects (in recommended priority order) | |
|---|-------------------|
| Proposed Works | Cost Estimate (£) |
| 6.1 Horsemarling Lane and the Creation of 'The Standish Loop' | 20,000 |
| 6.2 Connecting Crowcomepill and Standish Court (by-Passing the B4008) | 36,000 |
| 6.3 Multi-User Route Between Horsemarling Lane and Crowcomepill | 60,000 |
| 7. Promotion and Heritage Issues | 2,000 |
| Total | £118,000 |

Note. These estimates exclude VAT and are based on the 'best available information'.

The proposals are mapped in **Figure 4** below.

Figure 4: Proposed highways improvements to aid non-motorised travel in Standish



Accident data

27. The B4008 traverses the Parish from its origin in Stonehouse to a point just short of Junction 12 of the M5. It has a number of blind curves and restricted verges. As such, it is generally perceived to be unsafe for cyclists and pedestrians. There have also been several collisions on the road.
28. Accident data obtained from the Highways Authority for the period January 2009 to December 2013 shows that in that 4 year period, there were a number of slight collisions along the length of the B4008 and 3 serious accidents. This is shown in **Appendix 2**.
29. The slight accidents predominantly took place on the B4008 within the Stonehouse built up area though there were also several slight collisions on road curves near the Black Bridge access over the railway line, crossing the railway line, near the parish centre and Village hall, and in Little Haresfield.
30. Serious accidents took place along the length of the B4008.

Stroud Sustainable Transport Strategy

31. In May 2021, in support of the Presubmission Draft Local Plan, a sustainable transport strategy was prepared. It identified a number of required sustainability measures in relation to the PS19a allocation:
 - Masterplan to ensure connectivity through the site by sustainable modes to maintain Public Rights of Way.
 - Masterplan to connect into the Great Oldbury strategic allocation and provide walking and cycling routes to local facilities, including local centre, bus routes, employment and education.
 - Contributions and support to sustainable transport measures on the A38 and A419 sustainable transport corridors.
 - Contributions to enhanced bus service frequencies to key destinations including Stroud, Stonehouse, Gloucester, and Cam and Dursley Station. This should include service diversions into the site itself.
 - Enhancements to off-site pedestrian and cycle routes to key destinations including Maidenhill School, Stonehouse Town Centre, Stonehouse Railway Station and cycle routes to Stroud.
 - Provision of electric vehicle charging points in accordance with local parking standards.
32. None of these requirements are either in conflict with or require changes to the proposals in the neighbourhood plan which provides complementary policy measures.

Local Transport Plan 2015-2031

33. The Local Transport Plan (June 2016) covers the period to 2031 and is therefore aligned to the current Local Plan period. The area summary covering Stroud (CPS5) identifies improvements for the A419 corridor in Stonehouse as a short term capital priority (215-2021). The Local Transport Plan is being revised and the Parish Council is pressing for an off-road cycleway between the Stonehouse/Standish Boundary and M5 Junction 12 .
34. Long term capital priorities (2021-2031) include railway station enhancements in Stonehouse and Access improvement Multi-Use Track on the B4008 between Little Haresfield and Stonehouse. One of the desired outcomes would be more people cycling and walking across all age groups for both utilitarian trips and leisure.
35. The Parish Council is seeking to have the cycle way included in the review of the Local Transport Plan.

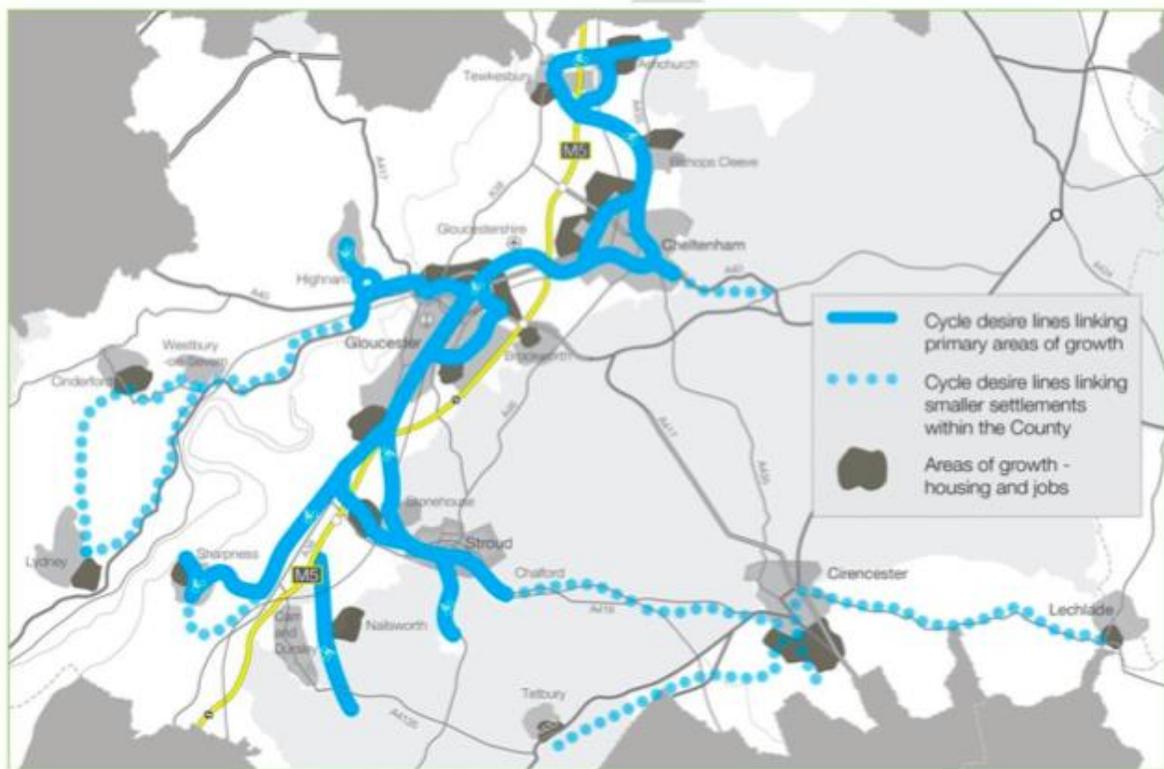
Draft Local Transport Plan 4

36. The draft revision of the Local Transport Plan (LTP) commits to “High quality, prioritised cycle routes for mass cycle use on the strategic cycle desire lines will feed into the urban centres of Cheltenham and Gloucester and integrate with the public transport provision. This strategic cycle network will be supported by a high quality local walking and cycle network, continuously updated and improved in line with guidance given through the Local Cycle and Walking Infrastructure Planning process. Over time the strategic cycle network will link to Tewkesbury and Bishop’s Cleeve in the north and Quedgeley/Sharpness and Stonehouse/Stroud in the south.”¹
37. The proposed Strategic Cycle Network includes a route through Standish between Stonehouse and Junction 12 of the M5 as shown in **Figure 5**. The aim is “to link the main urban settlements and areas of housing and jobs growth through a combination of quiet ways and dedicated cycle facilities. Investment in cycle facilities will be targeted at these desire lines, with a view to complete sections of cycleway as opportunities arise and funding becomes available.”²

Figure 5: Countywide Strategic Cycleway

¹ Gloucestershire’s Local Transport Plan (2015-2041) Shaping the way to 2041 Page 18. Para 5.18.

² Gloucestershire’s Local Transport Plan (2015-2041 Policy Document 2 - Cycle 3.1.2.



38. The draft LTP outlines “a strong ambition for active travel routes in the Stroud District. A Strategic Scheme Priority is set out under the heading “Pedestrian/Cycle Stonehouse – M5 Jn12” as “Access Improvements ‘Active Travel Route’ B4008 between Little Haresfield and Stonehouse corridor.”³

Gloucestershire Rights of Way and Countryside Access Improvement Plan 2011 - 2026

39. The County Council is responsible for the maintenance of the surface of PROW though Parish Councils can assist with this for their areas. Landowners and/or tenants are responsible for the condition of gates and stiles on PROW on their land.

40. In section 5.8, the plan recommends that the County Council should work with planners and developers on development proposals and highways engineers on road schemes and other decision makers to better inform them and develop solutions to reduce network severance and to provide new and improved infrastructure for local users.

³ Gloucestershire’s Local Transport Plan (2015-2041 Policy Document 7 – Table 7a.

41. In section 6.22, the plan acknowledges the importance of the PROW network for all forms of transport. “Paths are not just for recreation. Many also provide safe, traffic-free routes to schools and pubs, and for shopping and commuting. There needs to be recognition of the functional use and value of some public rights of way.”
42. Section 6.4.2/3 acknowledges the role of neighbourhood plans in maintaining and improving the network. “Planning decisions can have a sizeable impact on the rights of way network and steps should be taken during the planning process to properly accommodate routes in and out of new developments, linking both with urban centres and the countryside.” It recommends that it is desirable to “take advantage of the planning process to improve the network of routes both linking with urban centres where practicable and with the wider countryside for the benefit of all users.”
43. The PROW networks’ role in promoting health is set out in Section 6.6.

Public rights of way and open spaces have an important part to play as a resource for people wanting to exercise through sport, play and recreation. The short definition of a healthy walk is: "a purposeful, brisk walk undertaken on a regular basis", and it can include any walk which is specifically designed and carried out for the purpose of improving an individual's health. Horse riding and cycling also provide distinct opportunities for good exercise...

Outdoor access provides excellent opportunities for people to be more active and so reduce the incidence of coronary heart disease, obesity and associated illnesses, which are costly to the health service...

The provision of a basic infrastructure of paths that can be used for healthy walking and riding is at the core of the work of the county council’s public rights of way team. Concentrating resources on providing a good basic network of public rights of way that users can access easily enables users to enjoy the opportunities that the network can provide.

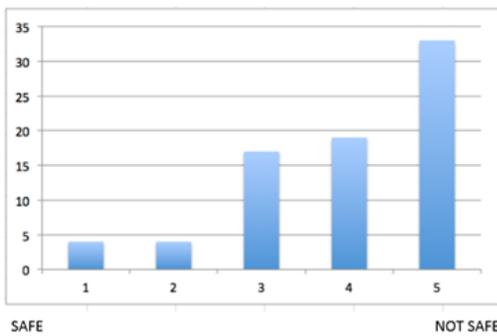
Community Audit of PROW Infrastructure

44. In June and July 2019, local Standish community volunteers did an assessment of the state of the PROW infrastructure in Standish Parish. The full outputs are shown in **Appendix 3**.
45. New development affecting the use of the PROW will be expected to undertake necessary repairs and improvements as part of the delivery of the scheme, using the audit as a guide.

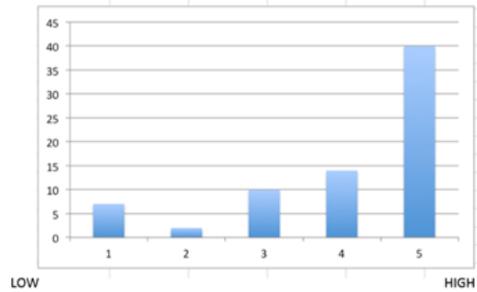
Appendix 1: Community survey of opinions regarding the B4008 (September 2017)

Standish Parish Council commissioned a report on “Safe and Sustainable Travel in Standish”. The Parish Council decided to ask residents their views. The Parish Council tried to contact all residents and 78 of households responded, a 70% return rate.

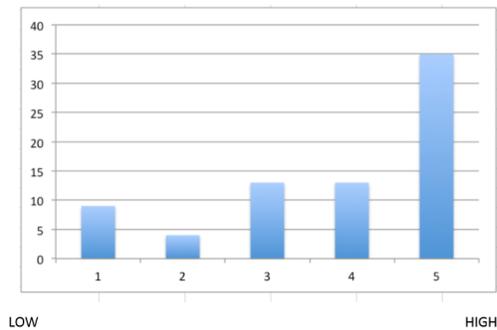
1. How safe do you think that the B4008 is?



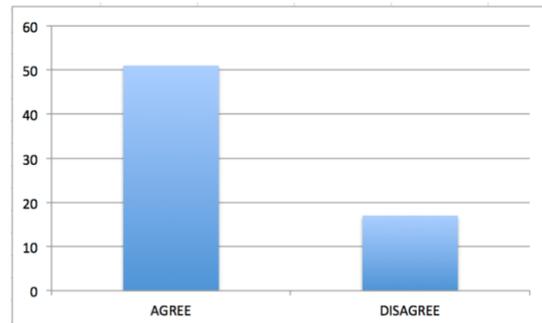
2. How much of a priority is it to improve safety on the B4008, particularly for non-motorised users?



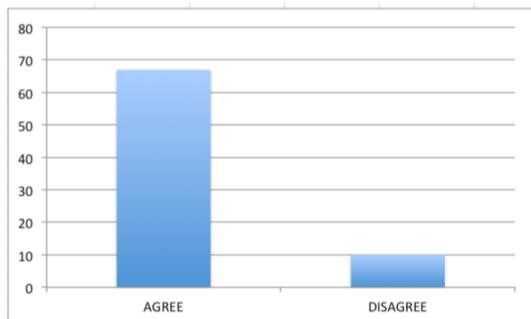
3. How much of a priority is it/should it be to improve off-road paths for walkers, cyclists and horse riders?



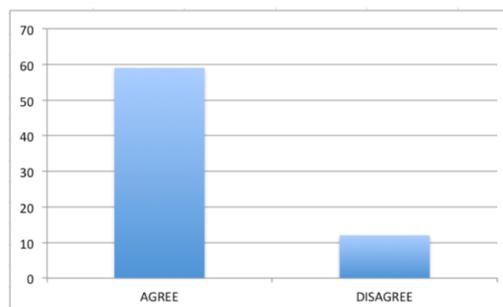
4. Introducing further traffic calming measures on the B4008. Estimated cost £60,000.



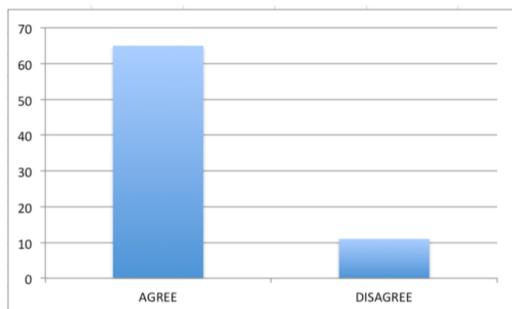
5. Repairing and improving the existing pavement from Oxlynch to Little Haresfield, to include bollards for greater safety. Estimated cost £80,000.



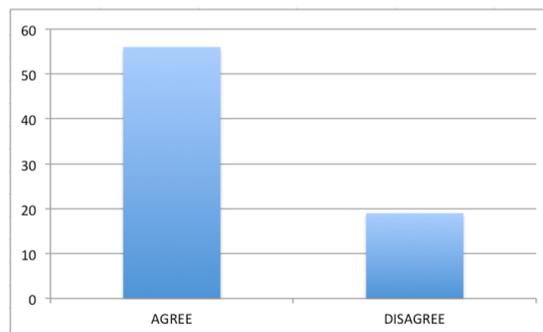
6. Creating a new safe pavement on the East side of the road from Horsemarling roundabout to Oxlynch Lane. Estimated cost £140,000.



7. Improving some existing multi-user rights of way within the AONB, east of the B4008 up to the Cotswold Escarpment, through better way marking, repairing gates, and creating a well-marked Standish Loop. Estimated cost £20,000.

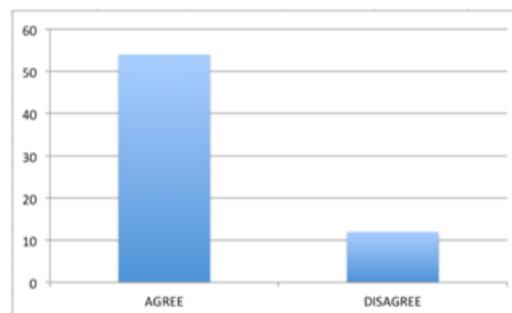


8. Producing information - possibly a phone app - to highlight the history of the Parish. Estimated cost £2,000.



Providing Connectivity between paths to the East and West of the B4008 and a safe off-road alternative route for walkers, horse riders and cyclists to the West side by; creating a crossing point at the Horsemarling roundabout, creating a side of road path from there to the Black Bridge at Crowcumpill repairing the existing bridleway from Black Bridge to Standish Lane, next to Standish Court. Replacing like with like; repairing hard surfaces where they exist and soft surfaces where they exist; improving gates and signage throughout including measures to prevent motorised vehicles, such as motorbikes, using the paths. Estimated cost £96,000.

9. Providing connectivity between paths to the East and West of the B4008 and a safe off-road alternative route for walkers, horse riders and cyclists to the West side



1. How safe do you think that the B4008 is?

| Please tick the appropriate box | | | | | TOTAL QUESTIONNAIRES: 78 |
|---------------------------------|------------|---------------------|---------------------|---|--------------------------|
| 1 (safe) **** | 2 ***** | 3 ***** ***** | 4 ***** ***** | 5 (Dangerous) ***** ***** ***** ***** *** 33 | |
| 4 | 4 | 17 | 19 | | |

2. How much of a priority is it/should it be to improve safety on the B4008, particularly for non-motorised users?

| Please tick the appropriate box | | | | | |
|---------------------------------|---------|------------|------------|---|--|
| 1 (low) ***** | 2 ** | 3 ***** | 4 ***** | 5 (High) ***** ***** ***** ***** 40 | |
| 7 | 2 | 10 | 14 | | |

3. How much of a priority is it/should it be to improve off-road paths for walkers, cyclists and horse riders?

| | | | | |
|---------------------------------|----------------|----------------------|-------------------------|---|
| Please tick the appropriate box | | | | |
| 1 (low) ***** 9 | 2 **** 4 | 3 ***** *** 13 | 4 ***** *** 13 | 5 (High) ***** ***** ***** ***** 35 |

4. Introducing further traffic calming measures on the B4008. Estimated cost £60,000.

| | |
|--|----------------------------------|
| Agree ***** ***** ***** ***** ***** * 51 | Disagree ***** ***** 17 |
|--|----------------------------------|

5. Repairing and improving the existing pavement from Oxlynch to Little Haresfield, to include bollards for greater safety. Estimated cost £80,000.

| | |
|---|-------------------------|
| Agree ***** ***** ***** ***** ***** ***** ***** 67 | Disagree ***** 10 |
|---|-------------------------|

6. Creating a new safe pavement on the East side of the road from Horsemarling roundabout to Oxlynch Lane. Estimated cost £140,000.

| | |
|--|-------------------------------|
| Agree ***** ***** ***** ***** ***** ***** 59 | Disagree ***** ** 12 |
|--|-------------------------------|

7. Improving some existing multi-user rights of way within the AONB, east of the B4008 up to the Cotswold Escarpment, through better way marking, repairing gates, and creating a well-marked Standish Loop. Estimated cost £20,000.

| | |
|--|------------------------------|
| Agree ***** ***** ***** ***** ***** ***** 65 | Disagree ***** * 11 |
|--|------------------------------|

8. Producing information - possibly a phone app - to highlight the history of the Parish. Estimated cost £2,000.

| | |
|--|----------------------------------|
| Agree ***** ***** ***** ***** ***** ***** 56 | Disagree ***** ***** 19 |
|--|----------------------------------|

9. Providing connectivity between paths to the East and West of the B4008 and a safe off-road alternative route for walkers, horse riders and cyclists to the West side by;

creating a crossing point at the Horsemarling roundabout,
 creating a side of road path from there to the Black Bridge at Crowcumpill
 repairing the existing bridleway from Black Bridge to Standish Lane, next to Standish Court.

Replacing like with like; repairing hard surfaces where they exist and soft surfaces where they exist;

improving gates and signage throughout including measures to prevent motorised vehicles, such as motorbikes, using the paths.

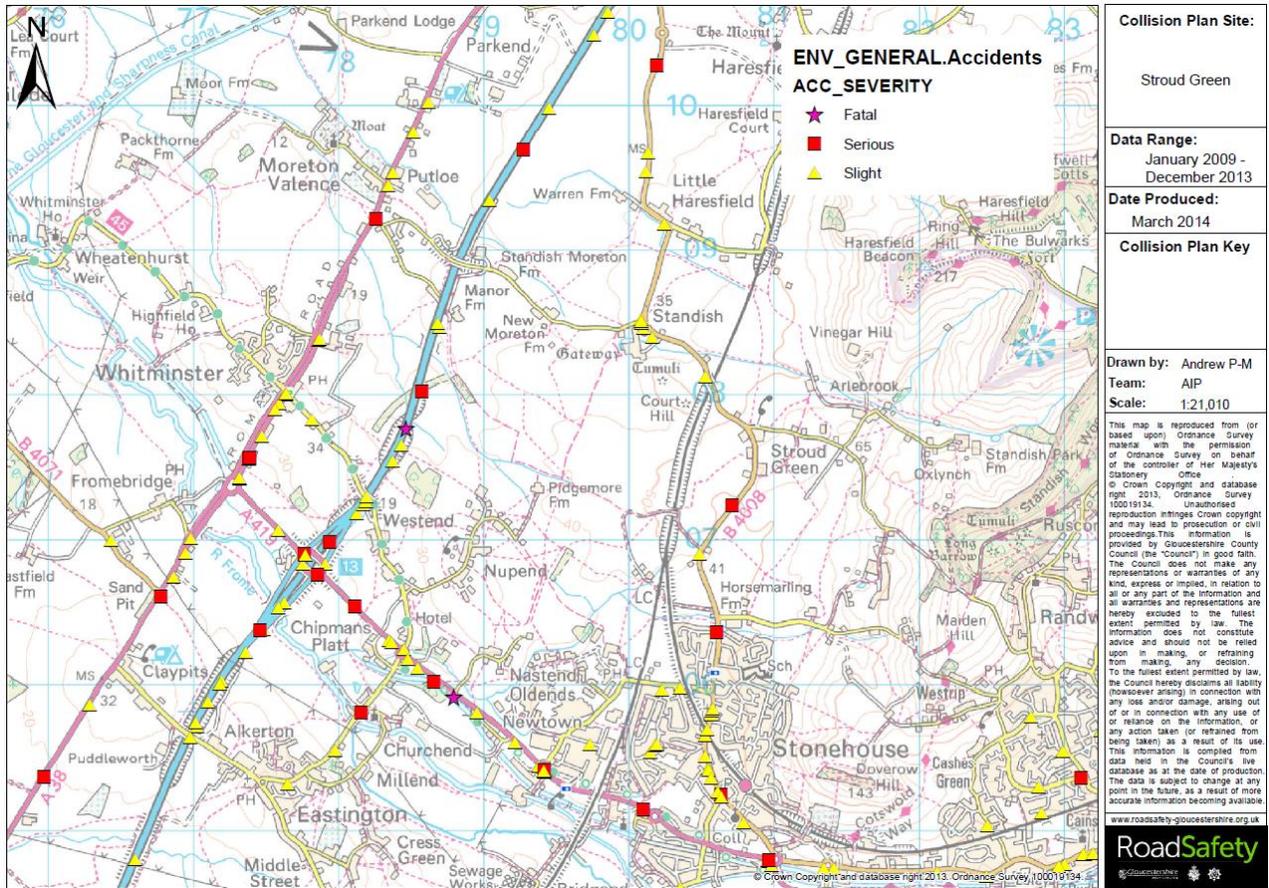
Estimated cost £96,000.

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| Agree ***** ***** ***** ***** 54 ***** **** | Disagree ***** ** 12 |
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Appendix 2 Proposals for Making the B4008 Safer for Non-Motored Users

“Safe and Sustainable Travel in Standish”

Appendix XXXf: Accident data in Standish Parish, January 2009 – December 2014



Produced by the Road Safety Team, Gloucestershire County Council, March 2014



Gloucestershire
COUNTY COUNCIL



Highways Commissioning

Block 5, 6th Floor East
Shire Hall
Gloucester
GL1 2TH

To Whom it May Concern

email.john.lane@gloucestershire.gov.uk

Please ask for: John lane

Phone: 01452 328781

Our Ref:

Your Ref:

Date: 14 July 2015



Multi-User Track at Standish

I write in support of the proposed project to provide a multi-user route between Stonehouse and Standish.

There is a proven need for provision of off-road facilities for equestrian users and to link up the disjointed bridle way network. Gloucestershire County Council is keen to work with external partners to provide them.

The route would also cater for walkers, cyclists and less able users.

In principal I am happy to look at the options to provide a route which can be maintained for the future. This could be by way of a creation order, requiring the consent of the various landowners, similar to the Forest of Dean Greenways Project.

Please do not hesitate to contact me if further information is required.

John W. Lane
PROW Lead Office

Appendix 3: Prow Audit (July 2019)

Standish Neighbourhood Development Plan

Public Rights of Way/Footpaths Audit

July 2019

| Area | Map reference number | Comments |
|------------------------------|----------------------|---|
| The Kings | 1 | Footpath sign missing from pole |
| | 2 | Broken stile + no direction arrow |
| | 3 | No direction arrow on stile |
| Tiled house farm / Arlebrook | 4 | Narrow and overgrowing vegetation. No dog pass. Stile in good condition |
| | 5 | Electric fence across field Stile in need of attention Good signage |
| | 6 | Stile in need of attention and overgrown Partly blocked by metal gate |
| | 7 | Stile in need of attention – nearly rotten |

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| | | Massive hole one side of stile |
| | 8 | No signage – access not clear Stile in good condition |
| | 9 | No signage - path to left not marked |
| | 10 | Double fence with no stiles Outer fence very rickety with barbed wire. Good signs |
| | 11 | Lots of litter |
| | 12 | No sign for path going N/S |
| | 13a & b | Stile needs attention (no step) No dog pass- barbed wire where dogs would get through |
| | 14 | Sign hidden by vegetation (in hedge) Gate difficult to open and close |
| | 15 | Sign doesn't indicate route Gate doesn't open No stile |
| Tudor House Farm loop via Shortwood & Bunker's Bank | 16 | Stile overgrown with vegetation and fallen tree |
| | 17 | No signs/arrows to indicate route across / around field |

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| | | Stile in need of attention |
| | 18 | No signage at division of 2 paths (RH path best one). |
| | 19a&b | a) Good stile b) Good stile No dog pass - barbed wire where dogs would get through |
| | 20 | Car park payment or NT membership required |
| Ash Lane circle via Standish Park | 21 | Good gate from bridle way Keep bridle way to left and woods to right go downhill and turn right at green gate |
| | 22 | Ignore stile at Pump house on left, continue downhill along narrow path. |
| | 23 | Good signage and track Gate into field |
| | 24 | Good way mark signs to Tudor House farm and Standish woods |
| | 25 | Sign to Footpath on left |
| | 26 | Farm gate |
| | 27 | Farm gate across field to Pump house |

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| | 28 | Wooden gate leads up to Pump house |
| | 29 | Stile needs attention Electric fence |
| Standish House/ Quarry/ Moreton Hill Farm | 30 | Gate into Standish House Development |
| | 31 | Gate out of development wooden step-over approx. 20cms/8ins |
| | 32 | Good signs |
| | 33 | Good signs |
| | 34 | Stile in need of attention Dog 'underpass' |
| | 35 | Wooden step-over bar Dog under pass |
| | 36 | Narrow stone steps to climb up and over Dog pass Dirt track through woods Turn right on lane to bridleway |
| | 37 | Bridleway right leads to top of Ash Lane |

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| | 38 | <p>Small difficult uneven path to left. OK for agile walkers & mountain bikes (possibly horses).</p> <p>Overgrown in places</p> <p>This part can be avoided – bypass left fork and continue to next fork then follow lane down to start.</p> |
| Bartletts Green to Horsemarling Farm | 39 | <p>Footpath sign hidden – attention needed</p> <p>Stile in good condition</p> |
| | 40 | Stile in good condition. Bridleway well marked |
| | 41 | 7 Trent gates in place |
| | 42 | 7 Trent gates in place |
| | 43 | <p>43 & 44 about 6ft apart signage appropriate</p> <p>Overgrown between 43 & 44</p> <p>Unsuitable for bikes, buggies or those with physical disabilities.</p> |
| | 44 | Stile wobbly |
| | 45 | Stile in good condition |
| New Moreton Farm via Standish Church via Little Haresfield | 46 (116) | No signage |
| | 47 | No defined path, just tractor tracks |

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| | 48 | GCC sign is ok |
| | 49 | Sign is broken – attention needed |
| | 50 | No signs/arrows to indicate route across / around field |
| | 51 | Sign only visible at 50m |
| | 52 | Footpath X-Road approached through currently long grass. The path as marked appears not to exist. |
| | 53 | Electric fence makes access difficult |
| | 54 | Sign not fixed- attention needed. Warning notice of bull in field (currently non-existent) |
| | 55 | Stile overgrown by vegetation – attention needed Warning notice of bull in field (currently non-existent) |
| | 56 | No sign on split path – one to New Moreton, the other to Standish Moreton Farms |
| Standish Loop | 57 | Signage not clear Take the middle path of the three paths at the start of this walk. |

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| | 58 | Signage not clear Take left hand path |
| Crowcumpill to Horsemarling Farm | 59 | Stile in good condition. Signage adequate |
| | 60 | Stile in good condition Signage adequate |
| | 61 | Stile in good condition. Signage adequate |
| | 62 | Stile in good condition. Signage adequate |
| | 63 | Stile in good condition. Signage adequate |
| Blackbridge to Stocks Barn | 64 | Gate is locked No stile No dog passes |
| | 65 | No stile No signage |
| | 66 | Gate locked. No stile |
| | 67 | Stile overgrown with vegetation in need of attention |
| | 68 | Stile overgrown with vegetation in need of attention Stile in poor condition in need of attention |
| | 69 | No step on stile in need of attention |

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| Standish Lane to Pidgemore Farm | 71 | 5 bar Gate |
| | 72 | 5 bar Gate (difficult to open and close) |
| Black Bridge/Stagholt | 73 | Beehives |
| | 74 | 74 – 75 No access to footpath through field |
| | 75 | No signage to indicate footpath – walkers mistakenly go along private track to Stagholt farm. Barbed wire blocking route 75-76/99 |
| | 76 (99) | No signage to indicate route through field 75 - 76/99 |
| Little Haresfield | 77 | Farmer has put notice up with phone number in case crops overgrow across footpath. |
| | 78 | Bridge. Good signage |
| Manor farm/ Standish Moreton Farm | 79 | No signage |
| | 80 | Overgrown pathway – attention needed |
| | 81 (101) | Green dots on map indicate public right of way |

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| Welch's Farm | 82 | Wide opening into next field (border of Standish and Stonehouse) |
| | 83 | Kissing gate. Accessible but some overgrowth. Good signage. Path here has been diverted. Turn right along Horsemarling Lane and then left at yellow sign on gatepost.(at map ref 84) |
| | 84 | Signpost pointing in wrong direction and broken. Yellow sign on gate partially hidden by ivy. Footpath runs parallel with Standish House bridleway at this point. Overgrown. Currently closed for Severn Trent work. |
| | 85 | Kissing gate – good signage. Often a wet ground area. |
| | 86 | Bridge is uneven, overgrown and slippery. Good signage. |
| | 87 | Good stile. Signage confusing, indicates paths to left and straight ahead but no sign of LH path. |
| | 88 | Ignore farm gate on LHS. Well signed bridge a little further along the hedgerow. |
| | 89 | No signage at junction of 2 other paths. |
| | 90 | Stile with good signage but a little overgrown. |

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| Horsemarling farm/Stagholt farm | 91 | Disabled/pushchair friendly track 91-92 |
| | 92 | Stile a bit overgrown Walkway across train track |
| | 93 | Stile a bit overgrown. Good signage |
| | 94 | Clear sign indicating left turn for walkers |
| | 95 | 95-95a currently closed |
| | 95a | As above |
| | 96 | Wobbly stile needs attention |
| | 97 | Stile half hidden by overgrown hedge. Stile needs attention – no second step |
| | 98 | Stile, bridge and kissing gate close together in good condition |
| | 99 (76) | Directional arrow on gatepost but no obvious route through field to 75 |
| | 100 | Broken stile with wire across. No signage |
| Standish Moreton Farm/ Manor Farm | 101 (81) | Lane to Manor Farm – gate open but no signage to say it is a right of way |

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| | 102 (79) | Manor Farm – public footpath sign is leaning and angled the wrong way as a result (but it is still obvious where to go) |
| | 103 | After Manor Farm, between points 2 and 3 – track becomes grass within a few metres. The grass was long and would not be navigable for wheelchairs, pushchairs or those with restricted mobility. Same in next field |
| | 104 | Short path leading into next field is overgrown with nettles and brambles |
| | 105 | Gate into next field is in quite poor condition. Not possible to close it |
| | 106 | No evidence of public footpath for diagonal path across to northern corner of field. Also no evidence of public footpath heading in south easterly direction across next field |
| | 107 | Signage slightly obscured by overgrown grasses etc |
| | 108 | Good track to walk along edge of field but fallen tree branch blocking the path part way along |
| | 109 | Small wooded area along righthand edge of field – fallen tree trunk requires stepping over (but clearly had been there a long time) |
| | 110 | Kissing gate in good order but no signage on gate. Long summer grass has obscured route of path in next 3 fields heading south west |

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| | 111 | Long summer grass has obscured route of path in next 3 fields heading south east |
| Newhouse Farm | 112 | Clearly signposted from Standish Lane but path was very overgrown with nettles and brambles, making it impassable |
| | 113 | Very overgrown at far end of field with nettles but just about passable if trampled down. Footbridge across brook is in good condition |
| | 114 | Gate in poor condition (has come off its hinge at the top). Has also been roped shut in such a way it is not possible to open the gate. Overgrown with nettles on the other side of the gate – passable if trampled |
| | 115 | Stile into field good, bit of broken fencepost alongside. Overgrown but passable |
| | 116 (46) | Crossroads in middle of field according to map – not obvious on the ground as no marked paths in south easterly direction towards Standish church, north easterly direction towards Little Haresfield or south westerly direction towards New Moreton Farm. A little further along there is a track heading in a south westerly direction that is believed to lead to New Moreton Farm, but this is not a public right of way |
| | 117 | Impassable beyond gate due to nettles and brambles, then no marked path in field heading in easterly direction towards Little Haresfield |
| | 118 | Before Devonia Cottage – signage clear from road but no marked path through field. Possible to walk a certain length around edge of field but |

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| | | then becomes impassable as very overgrown with nettles and thistles. (There is a track leading off to the right but this is not a public right of way) |
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