

Standish Multi-User Path

Presented by
**The Safe and Sustainable Travel Group
of Standish Parish Council**



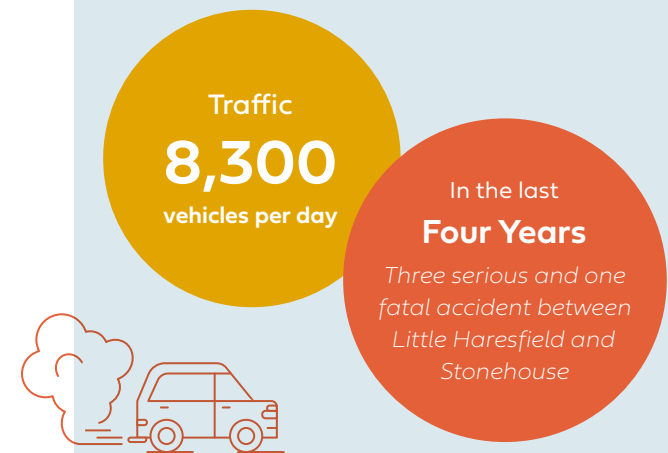
A Vision for Safe and Sustainable Travel in Standish: The Sherborne Trail

There is a 15-year+ history of residents' concerns and calls for action relating to safe travel within and beyond Standish Parish.

Various efforts, summarised in this document, have been made to address these over the years. Our current ambition is for a multi-user path (the Sherborne Trail), which could contribute to the County Council's plan for a strategic cycleway from Stroud to Gloucester, whilst also enabling safe local travel on foot, cycle, horse and disability vehicle.

The need to reduce motorised travel, which we know makes a major adverse contribution to climate change, has never been more pressing. The Sherborne Trail would make a significant contribution towards achieving this goal locally.

Being part of the flattest route available between Stroud and Gloucester, the B4008 is already well-used by experienced cyclists. However, they also have to be intrepid as the B4008 is one of the busiest B roads in the county – a Freedom of Information request revealed that daily traffic movements increased by 54% between 1999 and 2017, up from 5,400 to 8,300. It is also quite narrow in places and has some dangerous bends. Although there are grass verges on both sides of the road, these are completely unsuitable for walking, cycling or riding, leaving little opportunity for local non-motorised travel, other than by the experienced and intrepid cyclist.



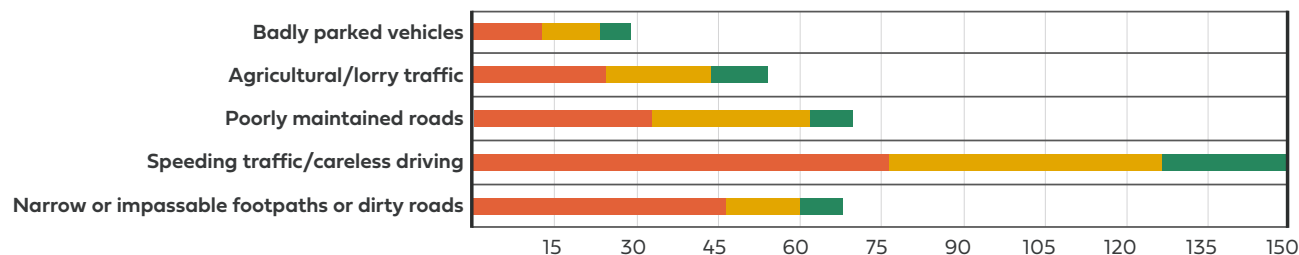
Traffic movements have **increased 54% between 1999 and 2017**, from approximately 5,400 vehicles per day to 8,300 vehicles per day

The Need: Parish Plan and Survey

Standish Parish Plan and Survey completed in 2009 identifies a need for a safe, off-road, multi-user path giving greater community connectivity for commuting and leisure.

Question 12a

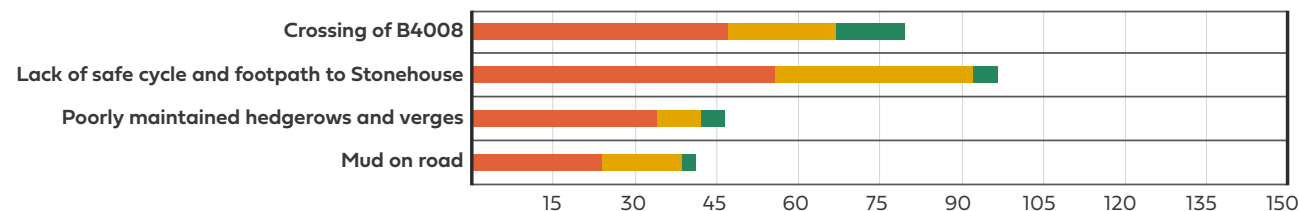
Which of these are a problem to you as a: ■ Pedestrian ■ Cyclist ■ Horserider



These dealt with problems for pedestrians, cyclists and horse riders all of whom had problems associated with speeding traffic and careless drivers and many mentioned problems associated with crossing the B4008.

Question 12b

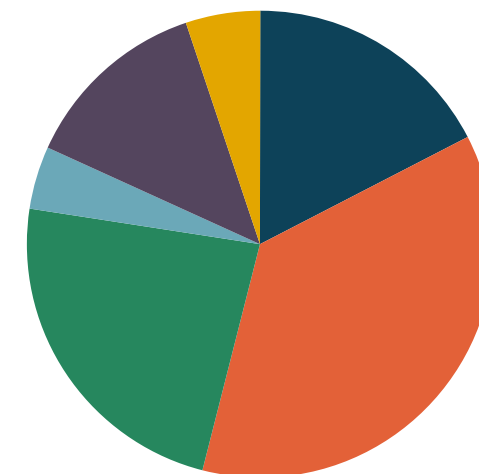
Which of these are a problem to you as a: ■ Pedestrian ■ Cyclist ■ Horserider



The lack of safe cycle/footpath to Stonehouse also featured highly in responses whilst 40% of respondents sited poorly maintained, or dirty roads and verges as an added hazard.

Question 13

As a driver, which are problems?



- 37% Speeding or careless drivers
- 24% Blind or dangerous corners
- 17% Junctions on B4008
- 13% Heavy lorries
- 5% Horses, dogs or cyclists
- 4% Agricultural traffic

Vehicle drivers identified speeding or careless driving, blind or dangerous corners and difficulties with junctions on the B4008 as their main problems although more than 15% also experienced difficulties with lorries.

The Need: Standish Multi-User Path Timeline

Road Accidents

2007

SCARS initiated by the Parish Council.

Standish Community Action for Road Safety (SCARS)

SCARS was initiated by the Parish Council in 2007. The remit for the group was to seek action to reduce the speed of traffic on the B4008 with a preference to reduce the speed limit from 50mph to 40mph.

There was a strong resistance both from Highways and the Police against lowering the speed limit. National guidelines reinforced this resistance. Attention was turned to focus on other methods of reducing the speed of traffic on the B4008.

The outcome was the installation of traffic calming measures. These included gateways on the verge with associated road markings to make the road appear narrower, modifying existing warning signs, painting central reservations on parts of the highway and the installation of a Vehicle Activated Sign.

These measures reduced the accident/incident rate for a while but the increased volume of traffic since the alterations has led to an increase in accidents/incidents.

September 2008

Residents demand action after another accident near Standish on the B4008.

For many years, Standish residents have been concerned to improve road safety and to enable safe travel, by all methods, within and beyond the parish.

Alongside the desire for safe motorised travel, there are strong aspirations for:



Mobility around the local area without having to rely on the car



Our children to be able to walk or cycle safely to school



The ability to ride safely to work in Gloucester, Stroud and Stonehouse



Dwell time to take in the glorious local scenery



Safe cycle and walking routes to shop in Stonehouse



To safely visit friends and neighbours

The Parish Council's ideas about safe and sustainable travel have been refined over the years, but always with these aspirations in mind.

January 2009

Another accident on the B4008 at Standish.

July 2013

B4008 at Standish closed whilst emergency services respond to a road traffic collision.






July 2016

Police seek driver who fled scene of two car crash in Standish.

September 2016

Motorcyclist hospitalised after serious crash on the B4008 at Standish.

Facilities the children say they would like to see*:

- Cycle Paths 
- Ability to cycle to Stonehouse 
-  Traffic lights by the church so I can cross safely 
- A good bridle path Stonehouse 
- it is dangerous for me to cycle or walk on the road to the college bus stop

*2009

British Horse Society (BHS) Incident Mapping

[Link](#)



Since 2018 there have been **3 incidents involving horses and cars** on the B4008 reported on the BHS incident mapping site.

Some local horse riders choose to drive short distances down the B4008 as they fear the road is not safe to ride on.

Delivery Timeline

September 2016

Standish Parish Council, supported by Mid Cotswold Tracks & Trails Group* is accepted for a grant for a **feasibility study**, focussing particularly on Stonehouse to Little Haresfield.

The Standish Multi-Use Path Feasibility Study Proposal

A proposal for the delivery of a Feasibility Study, undertaken and managed on behalf of Standish Parish Council, for the creation of safe commuting and leisure route for pedestrians, cyclists and horse-riders between Stonehouse and Little Haresfield, via Oxlynch, utilising, wherever possible, durable off-road tracks.

The Police and Crime Commissioner's Fund Safe and Social Driving in Gloucestershire (2016)

Thank you for your recent application seeking a grant from the above fund.

I am pleased to advise that your application has been successful, and you will be awarded £3,700 for the feasibility study (to include a consultation with local residents).

May 2017

Safe and Sustainable Travel in Standish feasibility study is **published**

Safe and Sustainable Travel in Standish

During the course of the study, it becomes very clear that, whilst a new side of road, multi-user path alongside the whole of the B4008 throughout Standish would be the ideal solution, it is probably not technically feasible because of width restrictions and volume of traffic.

The report proposes (amongst other things) making use of off-road paths, with a new side of road multi-user path along the west side of the B4008 between Horsemarling Lane and Crowcumpill which, if achieved, would provide a much-needed link between PRoWs to the east of the B4008 with those to the west of the B4008.



*MCTTG is a British Horse Society Affiliated Access Group

2017

Community Consultation begins

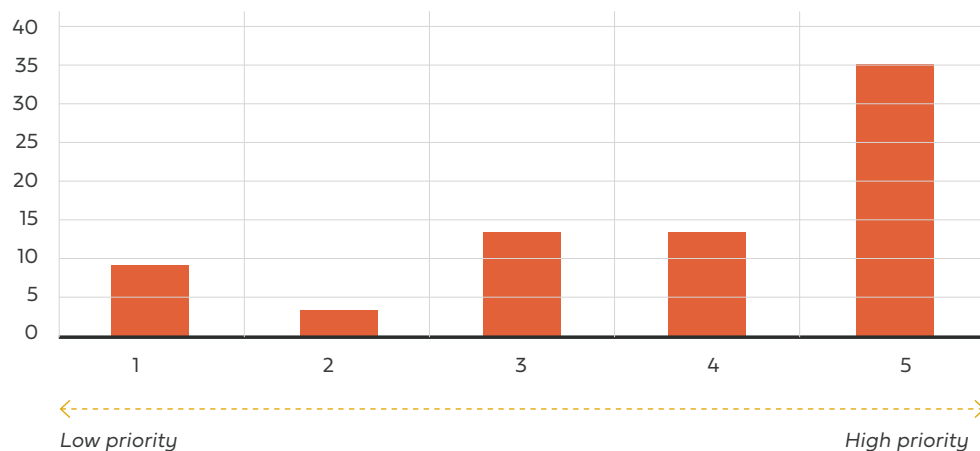
Community Consultation on Safe and Sustainable Travel in Standish

Building on the feasibility study, the Parish Council hand delivers a questionnaire to ask residents for their views on the report which confirms overwhelming support for all proposals.



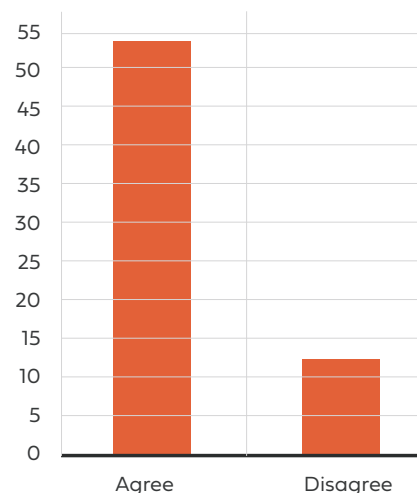
Question 3

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



Question 9

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



Providing connectivity between paths to the East and West of the B4008 and a safe off-road alternative route for walkers, horseriders 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, and
- 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.

Policy Context

April
2018

The Government Cycling and Walking Investment Strategy is released.*

Cycling and Walking Investment Strategy

[Link](#)

Following a public consultation, the strategy:

- Outlines the government's ambition to make cycling and walking a natural choice for shorter journeys, or as part of longer journeys by 2040;
- Sets out the objectives and the aims and target that we will work towards in the shorter term;
- Details the financial resources available;
- Includes a number of indicators that will help us understand how we are performing, and
- Sets out the governance arrangements that will be put in place and outlines actions that have already been taken, as well as actions planned for the future.

2018

Sustrans publishes their new "Paths For Everyone" review

Paths for Everyone

[Link](#)

In 2018, Sustrans presented a new vision for the National Cycle Network in our Paths for Everyone review. They're working with their partners, volunteers, supporters and local communities to make this vision of a traffic-free, more consistent and accessible Network for everyone a reality.

They want to create a Network where families can enjoy bike rides away from motor traffic.

They're involving local communities in shaping and caring for their local paths. And they're responding to feedback from people who use the Network.

Their work with local and national governments to make the Network better and more accessible continues. Sustrans have 80 improvement schemes being delivered and more ready in the pipeline.

Sustrans have a 2040 vision of paths for everyone.



*includes riding and mobility scooter users

2020

Gloucestershire County Council produces their Draft Local Transport Plan

Local Transport Plan

[Link](#)

The plan includes the aspiration for a Strategic Network of cycle routes, including one through Standish connecting Stonehouse and Stroud with Gloucester **“to link the main urban settlements and areas of housing and jobs growth through a combination of quiet ways and dedicated cycle facilities”**.

Investment to be targeted at these desire lines.

Countywide Strategic Cycleway

Figure 3, Gloucestershire's Local Transport Plan (2015-2041) Policy Document 2 - Cycle, Page 14



2020

The Government produces a guide on delivering high quality cycling infrastructure and announces a £2bn funding package

£2 billion package to create new era for cycling and walking

[Link](#)

Guidance for *“improving the quality of cycling infrastructure, to significantly increase cycling, making it a natural choice for short journeys or as part of a longer journey.”*

“Cycling must no longer be treated as marginal, or an afterthought. It must be placed at the heart of the transport network, with the capital spending, road space and traffic planners’ attention befitting that role.”

“Off-highway routes can form important links for everyday trips and a high level of service for utility cycling. They can be attractive to people who may be unwilling or unable to mix with motor traffic and can form essential links within the cycling network.”

April 2020

Draft Standish Neighbourhood Development Plan 2036 Regulation 14 Consultation

Policy S3 identifies important routes for walking and cycling.

We asked residents: Do you agree with the wording of this policy?

Yes, strongly agree, this is a significant contribution to combating climate change and species extinction.

Yes, strongly agree, we need to do all we can to reduce motorised traffic and traffic pollution in the village and facilitate sustainable travel.

As parents of young children, we want them to be able to move about the village safely on foot and by bicycle.

I agree that transport is a very important development issue as the B4008 is unsafe. So the multi-user track is a good way forward and an important development criteria for any future development along this corridor.

As a horserider, I would welcome safer routes to enable me, for instance, to access Standish Woods.

November
2020

The Parish Council refines the draft of the Standish Neighbourhood Development Plan 2020

Standish Neighbourhood Development Plan

Link

This plan incorporates the results of years of local consultation, alongside ideas from the County Council's Local Transport Plan and the Government's aspirations for high quality infrastructure.

"Many of the issues identified in 2009 persist, particularly the concerns about traffic on the B4008 and the concern for the environment. Most of the issues raised in the Parish Plan are relevant to the NDP, particularly those around safety of the B4008 and the need for improved facilities for non-motorised and sustainable modes of transport."

In **2036**, Standish will be a place where:

- Public rights of way are safe and accessible
- New housing is carbon neutral with higher standards than other development
- The rural identity of the parish and its tranquil rural character is retained
- Standish has retained its separate identity from Stonehouse
- There is access to a good range of community infrastructure
- Most homes are on standard sewers, on mains water and have access to Broadband
- There is a new village centre that serves the whole community
- Light pollution is controlled
- Black Bridge does not become a road that would lead to rat running to the B4008

Standish Neighbourhood Development Plan Projects

The Draft Standish Neighbourhood Development Plan includes two interconnecting Multi-User Path proposals

The first proposal is for a cycleway or multi-user path through Standish, which would form an essential part of a strategic route from Stroud to Gloucester.

We have proposed three possible routes.



Option One

Behind the east-side hedge from Horsemarling roundabout to Oxlynch then follow the footpath to Bridge Farm and Haresfield Lane direction Gloucester

Option Two

Behind the west-side hedge from Horsemarling Roundabout to Black Bridge. Follow the bridleway, linking to PS19a and then onto Manor Farm and Standish Lane and the A38 direction Gloucester

Option Three

Behind the west-side hedge to Black Bridge, linking to short route from PS19a. Install crossing of B4008 and continue north on route for Option one.

The Second Proposal: The Sherborne Trail

April
2020

The Parish Council, with support from GCC Highways, commissions a preliminary Design/Feasibility study from Transport Planning Associates, on the options available for a Multi-User Path from Horsemarling to Black Bridge.*

As a first-step, the Parish Council has identified the link from Horsemarling roundabout to Black Bridge as being a strategically useful "**stepping stone**" to this network, (linking to Nupend, Standish Lane, Whitminster etc.) and to the strategic routes outlined on page 11.

There are two possible routes for this path.

1. A Road Side Path along the B4008.
2. For the most part, a Behind the Hedge Path on the edge of a field owned by Gloucestershire County Council (see photo).

Both routes have been assessed by TPA in their feasibility study. The benefits and issues relating to each option are set out on the next page.

*We are very grateful to have received funding for the TPA feasibility study from Cllr Lesley Williams' Highways Local Initiative Fund and the British Horse Society's Ride Out Fund.



Route Option Comparison

Comparison of benefits, issues and costs of the Road Side track and Behind The Hedge track.

Issues Benefits

Setting aside the section from Horsemarling roundabout to the field entry, which would require the same work for either option;

Remains unchanged

Action Required	Road Side	Behind the Hedge
Telegraph poles	Taken up and relocated	No Action required
Existing verge-side services	May pose future issues when requiring maintenance, e.g. wifi	None present
Ditch	To be filled with appropriate material and replaced with appropriate pipe	No action required
Installation	Inconvenience of-road-side work to traffic during installation and following works	Access to off-road site only
PROW / Highways	Danger to workforce would require Highways contractor to do all the work	Local farmer/contractors could do some of the non-specialised work, reducing costs further. PROW would lead on the off-road project - local fundraising, commercial donation more likely to PROW than Highways.
Signage	Speed limit sign and hydrant sign to move/accommodate	No action required
Width of Carriageway	Restricted width	No width restriction to meet recommended safety standards
Traffic Safety	Users remain close to traffic	Safety increase for both users and drivers: by hedgerow barrier and increased distance from traffic
Safety barriers/ bollards	Would spaced road-side bollards be required as markers?	Would require exiting safety barriers/gates, as PROW joining the road-side tracks, at each end
Headlights	Headlight glare remains an issue - particularly for cyclists	Safety increase especially for cyclists by hedgerow barrier and increased distance from traffic
Road-side splash	Remains an issue	Will not be an issue
Road-side noise	Remains an issue	Beneficial as a green well being resource while reduced by hedgerow and distance from traffic
Wildlife	No change, re existing verge	Wildlife corridor possibilities and safety increased by hedgerow barrier and increased distance from traffic
Biodiversity	No change, re existing verge	Possibility for increased biodiversity - second inner hedge for wildlife, foraging friendly, e.g. hazel, sloe or as advised by Gloucestershire Wildlife Trust
Pollution	Remains an issue - particularly to children and high-risk users	Reduced for users: by hedgerow barrier and increased distance from traffic. This is a particular benefit for children and high-risk users.
Culture and Heritage	No change as a cultural amenity	Would have room for parish history boards to make the route a cultural community amenity - possibility of separate funding as a heritage route (see Tithe Map showing the route as part of the Sherborne Estate). Returning this area to being separate from the field and reinstating the western hedgerow would be bringing it back into community usage.
Income	No loss of income to County Council re farm rent	County Council would need to give permission for change of use of their land. Loss of projected income to County Council re farm rent for the strip proposed.

Estimated Costs

The Behind the Hedge route is greatly to be preferred both on grounds of cost and also of amenity, health and safety and environmental benefit.

	Road Side	Behind the Hedge
Series 101: Traffic Management	£10,000.00	£10,000.00
Series 200: Site Clearance	£5,645.78	£2,743.89
Series 500: Drainage and Service Ducts	£131,034.75	£35,056.05
Series 600: Earthworks	£9,925.15	£4,825.06
Series 1100: Kerbs, Footways and Paved Areas	£62,813.51	£63,875.08
Series 1200: Traffic Signs and Road Markings	£179.29	-
Series 1700: Structural Concrete	£11,983.00	£17,974.50
Other Bespoke Items	£2,000.00	-
<i>Contingencies (15%) and Preliminaries (15%)</i>	£70,074.44	£40,342.37
Total	£303,655.91	£174,816.95

While the Road Side option would be better than no path at all, it does not fulfil the community gains possible in relation to safety, health and well-being, culture and environmental benefit. In addition, it would be considerably more costly.

The Behind the Hedge option would give community gains in safety, health and well-being, cultural opportunities and environmental benefit. It is cheaper, with additional opportunities for savings, e.g. using volunteer labour for various tasks.

Standish Parish Council has had discussions with a range of County Council officers and local councillors about this project. We have not yet succeeded in making the argument for the Behind the Hedge strip of County Council land to be made available for the multi-user path. We are now seeking the backing of partners to support our case. We hope that you, and/or your organisation will agree that this is a cause worth supporting and arguing for with the County Council.



Meeting Local and National Priorities

The 'Behind the Hedge' proposal meets local and national government priorities:

1

It meets the five core design principles in LTN 1/20
"which represent the essential requirements to achieve more people travelling by cycle or on foot":

Coherent

"Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality."

Will connect residents in the new 650+ housing development (PS19a in Stroud Local Plan) to schools, shops, services and transport links in Stonehouse; will connect paths to the East and West of the B4008; will provide the first tranche of the County Council's aspiration for a strategic route linking Stroud area with Gloucester.

Direct

"Cycle routes should be at least as direct - and preferably more direct - than those available for private motor vehicles."

Is the most direct route from the new housing development to Stonehouse (approx 1.1m to Maidenhill School compared with approx 4.3m by car/road).

Safe

"Not only must cycle infrastructure be safe, it should also be perceived to be safe, it should also be perceived to be safe so that more people feel able to cycle."

Is intrinsically safe.

Comfortable

"Comfortable conditions for cycle require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients."

Will have a high-quality surface, appropriate for the rural setting.

Attractive

"Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using."

Goes through countryside, with native hedges, wildflowers and beautiful views.

2

Evidence shows that people are more likely to change behaviour and cycle or walk if the journey is relatively short ([the average length of a cycle trip is 3.3 miles](#)). Investing in appropriate short routes such as this delivers the most benefits and is cost-effective.

3

Helps meet Global, National, County, District and Parish Climate Change policies and reduces air pollution.

Celebrating History

The Behind-the-Hedge strip of land showing historically as part of the road and as separate parcels of land.

821 AD Beornulph, King of Mercia, gave 15 hides (a variable area of land) in Standish-under-Ezinbury to the church of St Peter (Glos Cathedral).

It passed to Eldred, Archbishop of York.

Lords of the Manor

1608

Sir Henry Winston (ancestor of Sir Winston Churchill).

Early 18th C

Sir Ralph Dutton

1784

James Dutton, is created Lord Sherborne

1919

The Sherborne lands have passed through the family to Edward who died in 1919

1920

The lands have passed to Edward's brother, The Revd Frederick, who dies within six months of inheriting the estate.

Death Duties

- Because there are two death duties to be paid, the estate becomes the first land accepted by the government in lieu of death duties.
- Standish Woods go to The National Trust
- Standish House goes to the Joint Committee of the Council and the lands to Gloucestershire County Council to provide small holdings for ex-servicemen.



Lloyd George Land Value Survey 1902



It appears from these old maps that Lord Sherborne allowed the public to use the strip of land on the west side of the road. We hope to see this permission reinstated.



1840s
Gloucestershire
Tithe Map



1840s
Pre Gloucestershire
Enclosures

Next Steps

1

We are seeking support from partners and all interested parties for the 'Behind The Hedge' option (the Sherborne Trail), to assist us in making the case to Gloucestershire County Council so that they give permission for the path to go on their land.

2

We will commission a detailed scheme design – cost £10k already secured:

- £7k from the Urbaser Community Fund
- £3k from the Parish Council's own funds

3

We will seek capital funding to deliver the project:

- We already have £26,086 S106 money available
- We will approach local businesses and statutory partners
- We will seek funds from trusts, charities and national sources

4

We will seek to get as much practical support as possible from local volunteers, farmers etc to reduce costs.

5

We aim to deliver the project by February 2023

How you can help us

We would be grateful for your support with the Sherborne Trail, which we know would be of great benefit to both the local and wider community.

Please help by providing us with a letter of support indicating:

1

Your support for a multi-user path between Horsemarling roundabout and Black Bridge

2

Which option (Behind the Hedge or B4008 Roadside) you think would be best for a multi-user path

3

What the benefits of a multi-user path would be (e.g. providing the first stage of a fit-for-purpose cycleway from Stroud/Stonehouse to Gloucester; enabling local people to travel safely to school, employment, shops, leisure facilities without the use of motorised transport; safe access to Standish Woods and local bridleways for walkers, cyclists and horse riders)

Please email your responses to:

ajwidgery1@gmail.com

We would be very grateful if you would also contact your County Councillor, find them at [Your Councillors](#) and our MP (siobhan.baillie.mp@parliament.uk) informing them of your support for this project.

We welcome your support for our project!



The Safe and Sustainable Travel
Group of Standish Parish Council
would like to thank Planit-IE for
their valuable help with the design
of this presentation.