

Standish Neighbourhood Development Plan

2026–2040

Pre-Submission Draft (Regulation 14)

Sustainable Travel Evidence Paper 4

June 2026

**Standish
Parish
Council**





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Introduction: A Parish Approach to Sustainable Travel

1. The purpose of this evidence paper is to set out the planning case for the introduction of a sustainable travel policy in the Standish Neighbourhood Development Plan (NDP).
2. Standish parish faces a pivotal moment. It is caught between two powerful, converging forces: a deteriorating and dangerous existing transport environment on the B4008, and the unprecedented transport demand which will be generated by a major strategic housing allocation (PS19a). Policy 4 is not merely an aspirational approach; it is a critical, evidence-based intervention designed to pre-empt a systemic transport failure and steer new development towards a sustainable and safe future. It represents a proactive attempt to address a known change, rather than to react to its consequences.
3. The report is set out in three parts:
 - **Part 1: Justification for a Sustainable Travel Policy**
 - **Part 2: Review of Relevant Planning Evidence** – This section summarises the available evidence and examines how it supports the proposed policy
 - **Part 3: Safe and Sustainable Travel in Standish** – This section is a review of the available planning and other evidence relevant to Standish



PART 1: Justification for a Sustainable Travel Policy

The Problem: A Quantitative and Qualitative Evidence Base

4. Policy 4 is founded on a robust body of evidence which demonstrates that the existing travel network requires intervention:
 - a. **Traffic volume:** Data reveals an 81% increase in daily vehicle numbers on the B4008 between 2020 and 2024 (from 4,464 to 8,111 vehicles per day). Critically, this has occurred in a period where 41% of people work from home at least part-time. The pre-existing winding and narrow character of the road is now fundamentally incompatible with this volume of traffic.
 - b. **A road unsafe for non-motorised users:** The casualty data for the section of the B4008 running through Standish parish (2 fatalities, 3 serious collisions and 2 minor collisions reported to police between June 2023 and June 2026) transforms subjective concerns about safety into an objective, urgent public safety issue. This statistical evidence provides the unequivocal justification for the policy's primary objective: to provide "new, safe multiuser paths for non-motorised users" and separate active travel from motor traffic.
 - c. **A clear community mandate:** Policy 4 is directly informed by long-standing and consistent community concern, exemplified by the 2017 Safe and Sustainable Travel Questionnaire. This demonstrates that the policy is not an imposition but a democratic response to the "highest priority for residents".

The Strategic Policy Context: A Mandate for Integration

5. The policy is not an isolated local wish list; it is the essential local component of a multi-layered strategic framework. It acts as the crucial "delivery bridge" between:
 - a. **National policy (National Planning Policy Framework – NPPF):** Paragraphs 109-110 establish a clear expectation that development should prioritise sustainable transport. In particular, paragraph 110 requires development to be located in areas which are or can be made sustainable, by limiting the need to travel and securing a genuine choice of transport modes. This is the overarching principle for Standish NDP Policy 4.
 - b. **Stroud District Local Plan:** Policies CP1 and DCP1 and the specific requirements of Site Allocation PS19a demand that the development delivers the "highest possible share" of trips by sustainable modes. Policy EI13 explicitly requires development to connect to strategic walking and cycling networks.
 - c. **Gloucestershire County Council strategy:** Policy 4 is uniquely powerful because it aligns perfectly with, and actively enables, the delivery of the Local Cycling and Walking Infrastructure Plan (LCWIP). The LCWIP's classification of the Stonehouse–Quedgeley route (incorporating the B4008 corridor) as a "Primary Route" provides the county-level strategic validation that the Standish Multi-User Path is not a parish-level amenity, but a piece of critical regional infrastructure.
6. Policy 4 leverages this powerful alignment, ensuring that the Neighbourhood Development Plan is the vehicle through which these higher-level strategies are given precise, deliverable form within the parish.

The Policy Mechanism: From Aspiration to Delivery

7. Policy 4's strength lies in its concrete and proactive approach to implementation:
 - a. **Pre-empting development impacts:** The policy does not wait for developers to set the agenda. By commissioning its own feasibility study and achieving "shovel-ready" status for the Standish Multi-User Path, the Parish Council fundamentally changed the planning context. It moved from a position of reacting to developer proposals to one of directing them, stating: "This is the required piece of infrastructure; your development must connect to it and contribute to it."
 - b. **Creating a coherent network:** The policy intelligently links the new strategic route (the Multi-User Path) with the existing public rights of way (PROW) network and with new development site PS19a and the Protected Area of Search, Stagholt Farm. It identifies specific footpaths and bridleways (e.g., Standish Footpaths 6, 21, 30, etc.) that must be conserved and enhanced, creating a web of connectivity rather than isolated routes. This fulfils the requirements of Local Plan Policy DES2 on Green Infrastructure.
 - c. **Leveraging financial certainty:** The policy is underpinned by a clear and credible funding strategy, with allocations secured from Gloucestershire County Council, Stroud District Council, S106 and Community Infrastructure Levy for the Multi-User Path's phased delivery in 2024/25, 2025/26 and 2026/27. This demonstrates that the policy is fiscally responsible and not a purely theoretical exercise. It provides the certainty that makes the policy legally sound and practically deliverable.

Addressing the Core Challenge: A Sustainable Alternative to the Car

8. The fundamental purpose of Policy 4 is to provide a viable alternative to the car both for existing residents and for the prospective new residents of PS19a and Stagholt Farm. Without the safe, direct, and attractive active travel routes mandated by this policy, the developments would be car-dependent by design, exacerbating the existing traffic and safety crisis on the B4008 and other local roads. The policy is therefore the key mechanism for ensuring the strategic development complies with the Local Plan's core aim to "limit car use".

Conclusion: A Defensive and Transformative Policy

9. Policy 4 is a model of strategic neighbourhood planning. It is justified by:
 - a. **An urgent and quantifiable need:** Compelling data on traffic growth and road safety.
 - b. **A clear strategic alignment:** Directly implementing national, district, and county transport objectives.
 - c. **A proactive and deliverable plan:** Backed by a feasibility study, secured funding, and a phased construction timetable.
 - d. **A coherent network vision:** Integrating strategic routes, local paths, and new development into a single, functional active travel network.
10. In essence, this policy is both defensive, protecting the community from the negative impacts of uncontrolled traffic growth, and transformative, using the leverage of new development to fund a sustainable transport legacy that will benefit existing and future residents for generations to come. It ensures that the Vision for Standish of "safe, well-connected movement" becomes a planning reality, not an abandoned aspiration.

PART 2: Review of Relevant Planning Evidence

Local Transport Plan 2020–2041

11. The Gloucestershire Local Transport Plan (LTP) outlines the strategic transport vision for the county from 2020–2041. It aims to reflect national policy updates and local priorities while addressing various transport challenges. The plan includes strategies for improving infrastructure, promoting sustainable transport options and enhancing connectivity across Gloucestershire.
12. The Highways Authority's Local Transport Plan 2020–2041 (LTP) 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 Highways Authority's LTP adopted Access Improvement Multi-user Track B4008 between Little Haresfield and Stonehouse as a long-term capital priority.
13. The LTP promotes cycling throughout Gloucestershire in Policy LTP PD 2.1 – Gloucestershire's Cycle Network, and these principles are carried forward in the Standish NDP. Policy LTP PD 6.3 Rights of Way is also relevant to this NDP in that they both seek to maximise the safety and attractiveness of the public rights of way network.
14. The proposed Strategic Cycle Network includes a route through Standish between Stonehouse and Junction 12 of the M5 as shown in Figure 1.
15. The LTP seeks to maximise the potential of the rail stations such as that in Stonehouse which is easily accessible from Standish. Therefore, the provision of better cycling links from existing and future residential development can make a contribution towards the LTP vision. The Cotswold Way links the parish footpath network to the Cotswolds National Landscape. In addition, there is an extensive PROW network that links Standish to the Cotswolds National Landscape, the wider countryside, and Stonehouse.
16. The Strategic Cycle Network includes a route through Standish between Stonehouse and Junction 12 of the M5 as shown in Figure 1. 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."



Figure 1: Countywide Strategic Cycleway.

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

17. 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.
18. In section 5.8, the Improvement Plan recommends that the County Council should work with planners and developers on development proposals, 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.
19. 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.”
20. 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.”
21. The PROW network’s 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.

Stroud Sustainable Transport Strategy

22. In May 2021, in support of the Pre-Submission Draft Local Plan, a Sustainable Transport Strategy was prepared. It identified a number of required sustainability measures in relation to the PS19a allocation:
 - a. Masterplan to ensure connectivity through the site by sustainable modes to maintain Public Rights of Way.
 - b. 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.
 - c. Contributions and support to sustainable transport measures on the A38 and A419 sustainable transport corridors.
 - d. Contributions to enhanced bus service frequencies to key destinations including Stroud, Stonehouse, Gloucester, and Cam & Dursley Station. This should include service diversions into the site itself.
 - e. 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.
 - f. Provision of electric vehicle charging points in accordance with local parking standards.
23. None of these requirements is either in conflict with, or requires changes to, the proposals in the Standish NDP, which provides complementary policy measures. This Sustainable Travel Evidence Paper reviews a wide range of evidence considering the importance of the PROW network and sustainable modes of travel in Standish.

PART 3: Safe and Sustainable Travel in Standish

24. The Vision for Standish seeks to ensure that easy access to countryside will be maintained via the Parish's extensive public rights of way network and that a diverse range of sustainable travel options will enable safe, well-connected movement throughout the parish and to neighbouring urban centres. Policy 4 seeks to improve the PROW network.

25. The relevant NDP Objectives are:

- Ensure new development provides appropriate connectivity to the existing and proposed footpaths, bridleways, cycle routes and multi-user paths through the provision of new routes and enhancements to existing routes.
- Support a new strategic active travel link between Gloucester and Stroud through Standish, thus providing a sustainable travel option from Standish to these towns.
- Preserve and enhance as necessary access to Stagholt Farm and ensure it is accessible from any new surrounding development.

Site PS19a

26. The Draft Local Plan at Examination in Public (EIP) 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. One of the sites identified for development is PS19a in Standish.

27. The proposed development at PS19a overlays a number of local footpaths. These are shown in Figure 2 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:

- a. Eastington Footpath 7
- b. Standish Footpath 6
- c. Standish Footpath 6A
- d. Standish Footpath 21
- e. Standish Footpath 30
- f. Standish Footpath 31
- g. Standish Footpath 32
- h. Standish Footpath 58
- i. Standish Bridleway 16

28. Any development at PS19a would therefore have the potential to cause harm to these footpaths and bridleways which is contrary to Local Plan policy E13. Therefore, as a minimum, these footpaths should be preserved according to that policy.



Figure 2. Definitive map of public rights of way affecting proposed site PS19a.

Public Rights of Way in Standish

29. 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 the policies from the Stonehouse NDP to create a seamless network where residents of both parishes enjoy the same standards as they move between them.
30. The Parish Council was successful in securing the County Council's agreement to include the following long-term capital priority in its Local Transport Plan for 2020–2041: 'Access improvement Multi-Use Track – B4008 between Little Haresfield and Stonehouse'. The purpose was to enable cyclists, non-motorised transport and pedestrians to gain access to Stonehouse and Gloucester avoiding the dangers posed by the traffic on the B4008. Funding for this improvement could flow from the development of PS19a since it would 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 4.1 shows overwhelming support for the Multi-User Path.
31. After the proposal for the Multi-User Path was adopted, the discussion between the Parish Council and the Highways Authority 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's plans for a Multi-User Path between Horsemarling Roundabout and the bridleway at Crowcumpill (shown as Crowcomepill on the Ordnance Survey Map) have since been adopted by the County Council and Phase 1, including provision for horse riders, has recently been completed.
32. Other proposed improvements have also been identified by the Parish Council to Standish Footpaths 40, 54, 47, 48 and Bridleway 61 and the Cotswold Way, shown in purple in Figure 5.
33. 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.
34. An audit of all PROW in the parish in July 2019 indicates where improvements and repairs to the PROW are required. This is set out in Sustainable Travel in Standish Evidence Paper Appendix 4.4.

Green Walk: Planning Condition 36 (Travel Plan)

35. Running east from Horsemarling roundabout (where the Standish Multi-User Path ends) is Horsemarling Lane, which is sparsely populated with houses and farms and gives access to the development at Green Walk (formerly Standish Hospital site) and onwards to the Moreton Hill Care Home. Following Planning Condition 36 (Travel Plan) of the permitted application for the Green Walk development S.17/2729/FUL, an outline scheme was devised "to provide a demarked area on the lane between the development access and the B4008 Gloucester Road for use by pedestrians and cyclists. This scheme is aimed at enhancing provision along the lane, thereby making it more attractive for use by pedestrians and cyclists." (Travel Plan prepared by CBO Transport for PJ Livesey 10/6/22, available on Stroud District Council's website.)
36. Planning Condition 36 was later amended by application S.22/1317/VAR, which was decided by Stroud District Council's Development Control Committee on 22/11/2024. The minutes of that meeting state:
Prior to occupation of the 125th property, highway improvements shall be completed in accordance with Drawing CBO-0567-007 Rev B (Horsemarling Lane Pedestrian Improvement Scheme Option 1c) Received on 23 June 2020 and as agreed under discharge of condition application S.19/1598/ DISCON. Note – this condition involves works upon a publicly maintainable highway therefore as part of the Highway approval process a Road Safety Audit undertaken in accordance with HD19/15 and the local Gloucestershire County Council Guide for Developers is required. The audit shall be supported by a risk matrix table, Road Safety Audit Response Report and Exceptions Report where applicable. Reason: To ensure that the proposal provides a protected pedestrian route, inter-visible passing

bays, signing and road marking and gateway features to give priority to pedestrian and cycle movements in accordance with policies CP8, CP13 and CP14 of the Stroud District Local Plan.

37. The details of the improvements have not yet been finally agreed between Gloucestershire Highways and the developer (June 2026), and now appear likely to include a speed limit reduction

on Horsemaring Lane. It is expected that the improvements will enable a safer route for pedestrians, cyclists and horse riders from the end of the Multi-User Path at Horsemaring roundabout to the bridleway running up through Green Walk and into Standish Wood. The improvements will improve connectivity within and out of the parish for both business and leisure uses.

Road Safety on the B4008

Background information 2009–2026

38. On the busy B4008 in Standish parish, there is no paved footpath between Stonehouse and Stroud Green and only a narrow, overgrown tarmac path from Stroud Green to the road turning at Little Haresfield. For much of the road there is an uneven grass verge which is very difficult for pedestrians to walk along and impossible to negotiate with pushchair, wheelchair, horse or bicycle.
39. 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. Horse riders based at Nupend, Oldends Lane and Standish Lane, for example, are effectively cut off from the off-road or quiet lane circuits on the other side of the B4008.
40. 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 subsequently started to investigate the possibility of a multi-user path alongside the road. This would provide access to 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 were shared by other local residents, both in Stonehouse and its outlying villages.
41. 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 Standish proposal.

42. 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 October 2008 and riders attending lodged this specific safety issue, 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 supported Standish Parish Council’s proposal and worked with the Council towards its achievement.
43. The Parish Council gathered views through numerous consultation events (for the Parish Plan, at Annual Parish Meetings and, more recently, as part of the work to produce the Neighbourhood Development Plan) and received feedback that improvements to the B4008 were a key priority for Standish residents. The Parish Council was told that:
 - a. Young people cannot cycle to school because the road is too dangerous.
 - b. Many people perceive that it is too dangerous to cycle to the shops or to work.
 - c. Walking along the road is essentially impossible, especially between Stroud Green and Stonehouse where there is no paved footpath or safe verge.
 - d. Horse riders are unable to link up with bridleway routes because it is unsafe to ride along the road or cross it.
 - e. The speed of traffic is too fast for the conditions of the road.
 - f. They have been involved in accidents and many near misses.
 - g. They would support the creation of a safe route for walkers, cyclists and horse riders along the B4008.

- h. Dog walkers would like a safe circular from Stonehouse to Standish Wood and back.
 - i. Off-road cyclists, especially young people, who enjoy the challenges of Standish Wood would like a safe access route, especially from Stonehouse.
44. A Freedom of Information request made by the Parish Council to Gloucestershire County Council (Information request ref: 8023826, 8 May 2018) revealed the increase in daily weekday traffic flows on the B4008 through Standish between 1999 and 2017 to be the highest on rural B roads in the county:
- a. On the B4008, east of the M5, traffic flows increased by 54% between 1999 and 2017, from approximately 5,400 vehicles per day to 8,300 vehicles per day.
 - b. 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 was between 13% and 52%.
 - c. Nationally, traffic flow on rural minor roads increased by 24.5% between 1996 and 2016. On urban minor roads it increased by 7.3%.
45. In 2025 the Parish Council requested an update to this information. GCC Transport Monitoring data showed a drop in 2020 to a daily average of 4,464 vehicles due to Covid-19. The number of vehicles recorded in 2024 was a daily average of 8,111 in a period when approximately 41% of workers (Office of National Statistics) were working part-time from home and thus not travelling to work every day.
46. The B4008 traverses the parish from its origin at the boundary with 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.
47. Accident data obtained from the Highways Authority for the period January 2009 to December 2013 shows that in this 4-year period, there were a number of slight collisions along the length of the B4008 and 3 serious accidents. GCC Casualties from Road Traffic Collisions 2019 to 2021 by Parish/ Town Council Area data shows 3 serious collisions, 1 fatality and 3 minor collisions on the B4008 in Standish during this period. There was a further fatality in May 2024 and another in March 2026. Figure 3 is an extract from the Gloucestershire County Council collision map showing accidents at which police attended on the B4008 between 02/01/2021–30/04/2026.

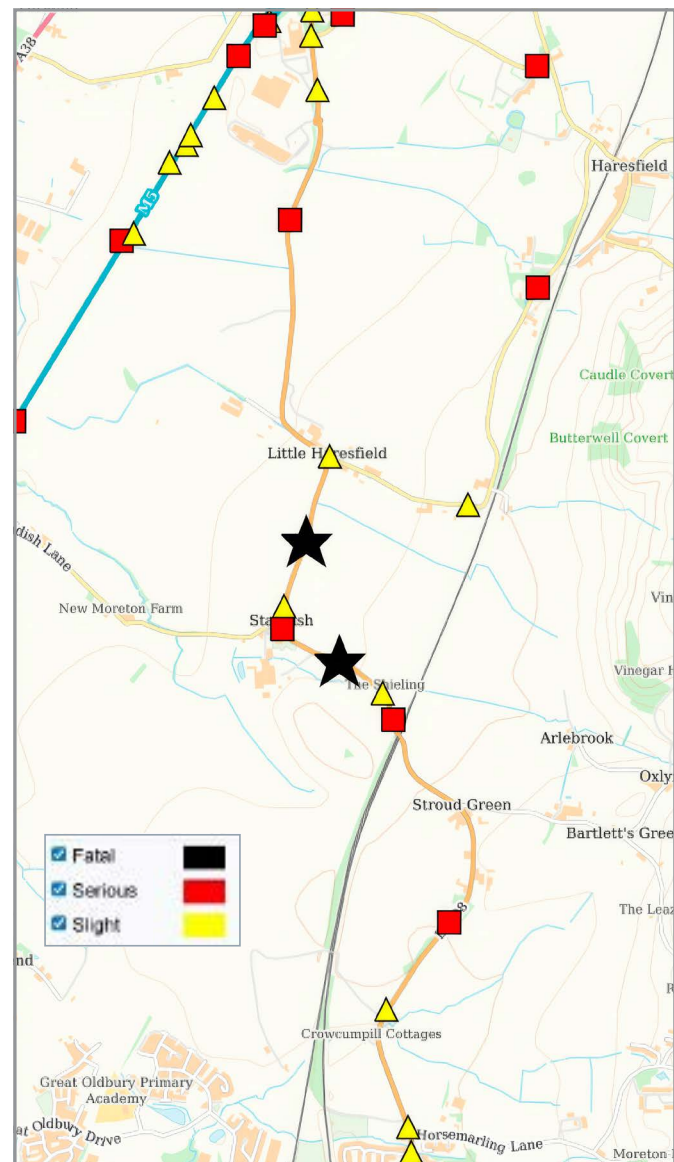


Figure 3. An extract from the Gloucestershire County Council collision map showing accidents at which police attended on the B4008 02/01/2021–30/04/2026. This can be viewed at <https://www.gloucestershire.gov.uk/roadsafety/collision-map/>.

“Safe and Sustainable Travel in Standish”

48. A report commissioned by the Parish Council, entitled “Safe and Sustainable Travel in Standish”, was completed in May 2017. This was a feasibility study funded by a grant from the Gloucestershire Police Commissioner’s Fund – Safe and Social Driving in Gloucestershire. 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 were to be secured, all works would be carried out by GCC approved contractors to GCC standards, making the installations, as far as is possible, maintenance free. The recommendations are set out in Figure 4.
49. The full Safe and Sustainable Travel in Standish report is available to view on the Parish Council website at <https://standishvillage.co.uk/b4008-multi-user-trail-project>. The proposals are mapped in Figure 5.

Figure 4. 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 (Crowcumpill) 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 (Crowcumpill), to link up the existing PROWs to the east and to the west of the B4008.

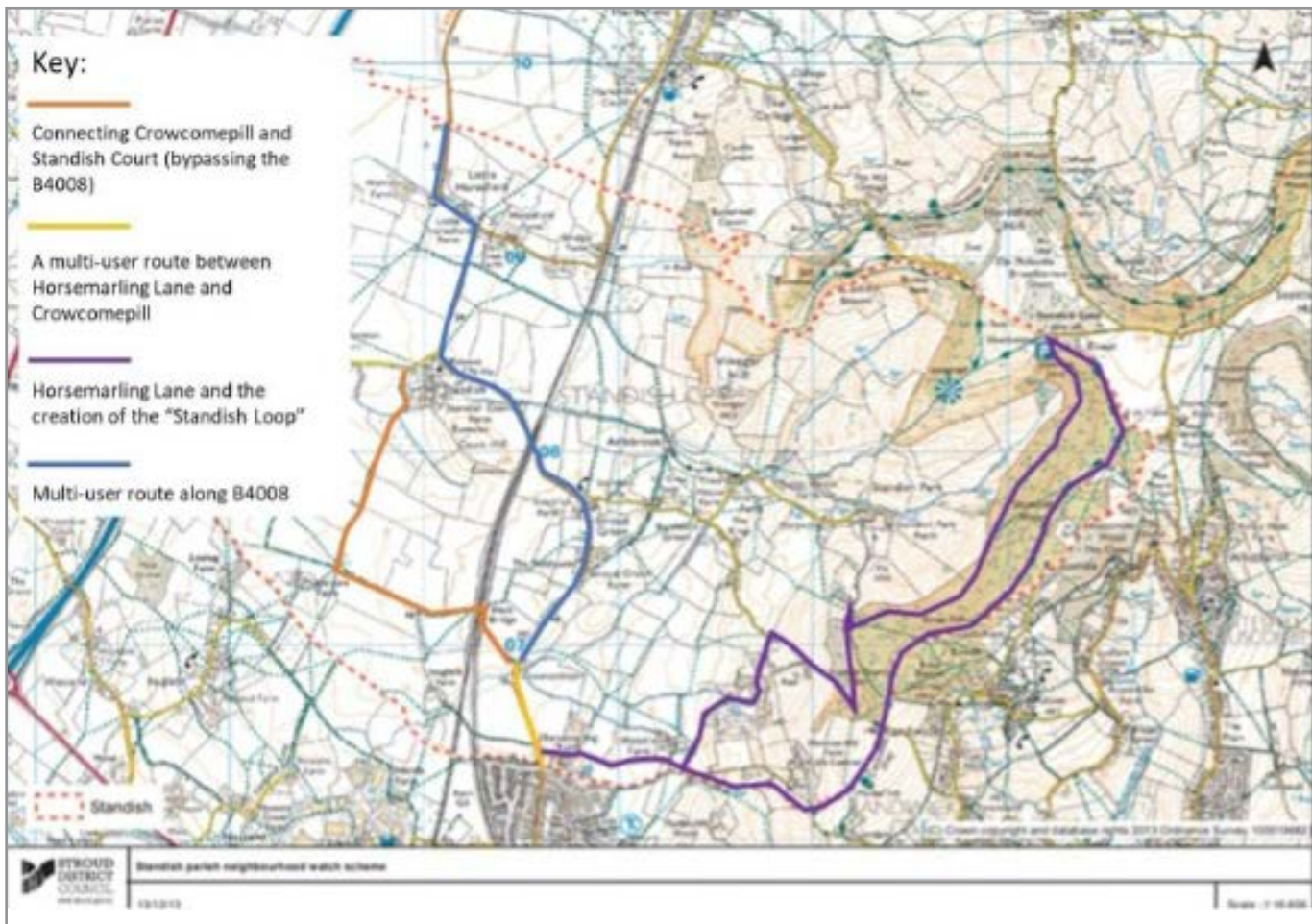


Figure 5. Proposed highways improvements to aid non-motorised travel in Standish.

Standish Multi-User Path

50. The Parish Council lobbied for and was successful in securing the County Council's agreement to include the following long-term capital priority in its Local Transport Plan for 2020–2041: "Access improvement Multi-Use Track - B4008 between Little Haresfield and Stonehouse". The purpose was to enable cyclists, non-motorised transport and pedestrians to gain access to Stonehouse and Gloucester avoiding the dangers posed by the traffic on the B4008. Funding for this improvement could flow from the development of PS19a since it would 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 Sustainable Travel in Standish Evidence Paper Appendix 4.1 shows overwhelming support from Standish residents for the Multi-User Path.
51. Following the production of the 2017 "Safe and Sustainable Travel in Standish" report, and with a S106 allocation from a small housing development at Horsemarling Farm (now Standish Gate) available to it, the Parish Council decided to concentrate its efforts on bringing about the construction of a section of multi-user path between Horsemarling

roundabout and the access to the bridleway at Crowcumpill. The Parish Council took the view that this relatively short section was both achievable and significant in enabling local residents to access the existing network of footpaths and bridleways more safely. It also had the potential to link with the 700 homes proposed at PS19a in the draft Local Plan at EiP, with the Protected Area of Search at Stagholt Farm and with the existing development at Great Oldbury, offering a safe off-road route of approximately 1 mile between PS19a/Stagholt Farm and Stonehouse.

52. A feasibility study was commissioned to determine both the viability of the scheme and the costs for completing the work both along the highway and for a large section to be built "behind the hedge" on County Council land. An online presentation summarising this work and seeking views on the best route for the multi-user path was completed by the Safe and Sustainable Working Group (parish councillors plus community members) and shared widely in June 2021. The presentation is included here in Sustainable Travel in Standish Evidence Paper Appendix 4.2.

53. Following a period of campaigning and discussion, in 2022 the Parish Council started discussions with Gloucestershire County Council about how our aspirations for a multi-user path from Horsemarling roundabout to Crowcumpill fitted in to their plans for a strategic walking and cycling spine. In due course, the County Council confirmed that part of their planned route would follow the B4008 through Standish. The LCWIP states that, following consultation, Route 11.2 from Stonehouse to Quedgeley is “Re-classified as a primary route forming part of a link between Stroud and Gloucester. Realigned to follow the off-road route (being developed by Standish Parish Council) parallel to B4008 as it offers more opportunity to provide an attractive route.”
54. In 2023/24, Gloucestershire County Council and Stroud District Council provided funding to commission the final design stage, enabling “shovel-ready” plans to be produced. With further funding allocated from the Community Infrastructure Levy (CIL) and from the original Section 106 pot, work started on the building of the Standish Multi-User Path, with the first stage being delivered in July 2025; a further stage is to be completed in 2026. The first stage of the path was formally opened in September 2025 (see Sustainable Travel in Standish Evidence Paper Appendix 4.3 for media release).

Community Audit of PROW Infrastructure

55. In June and July 2019, Standish community volunteers carried out an assessment of the state of the PROW infrastructure in Standish parish. The full outputs are shown in Sustainable Travel in Standish Evidence Paper Appendix 4.4.
56. 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.

Summary of Sustainable Transport Evidence Available for Standish Parish

57. The main transport route through Standish is the B4008 which traverses the parish from the northwest to the southeast. It is a winding and narrow road and there have been a number of serious accidents and significant increase in traffic volume in recent years.
58. Standish 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.
59. Since 2017, Standish Parish Council has been working on plans for developing non-motorised travel within the parish.
60. 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 enabling non-motorised travel in the county and the health and recreation benefits that this brings. The Highway Authority’s LTP adopted “Access Improvement Multi-user track B4008” between Little Haresfield and Stonehouse as a long-term capital priority. A section of this was completed in 2025 with a further section to be completed in 2026, fulfilling a key ambition of the Parish Council’s plans for non-motorised travel in the parish (see Appendix 4.3, Opening of Standish Multi-User Path Media Release). It will, in the future, be part of Gloucestershire County Council’s planned “cycle spine” (see Figure 6).
61. The Cotswold Way links the parish footpath network to the Cotswolds National Landscape (previously the Area of Outstanding Natural Beauty – AONB). In addition, there is an extensive PROW network that links Standish to the Cotswolds National Landscape, the wider countryside, and Stonehouse.
62. The Stonehouse NDP seeks to ensure that new development, such as that at Great Oldbury, will create a robust network of accessible cycle and pedestrian routes that will also function as wildlife corridors. The Standish NDP will aim to carry these routes forward into new development such as that at the proposed PS19a. These should be accessible cycle routes that are high quality, fit for purpose and useable by a variety of non-motorised vehicles including cargo bikes and mobility scooters (see Figure 1).

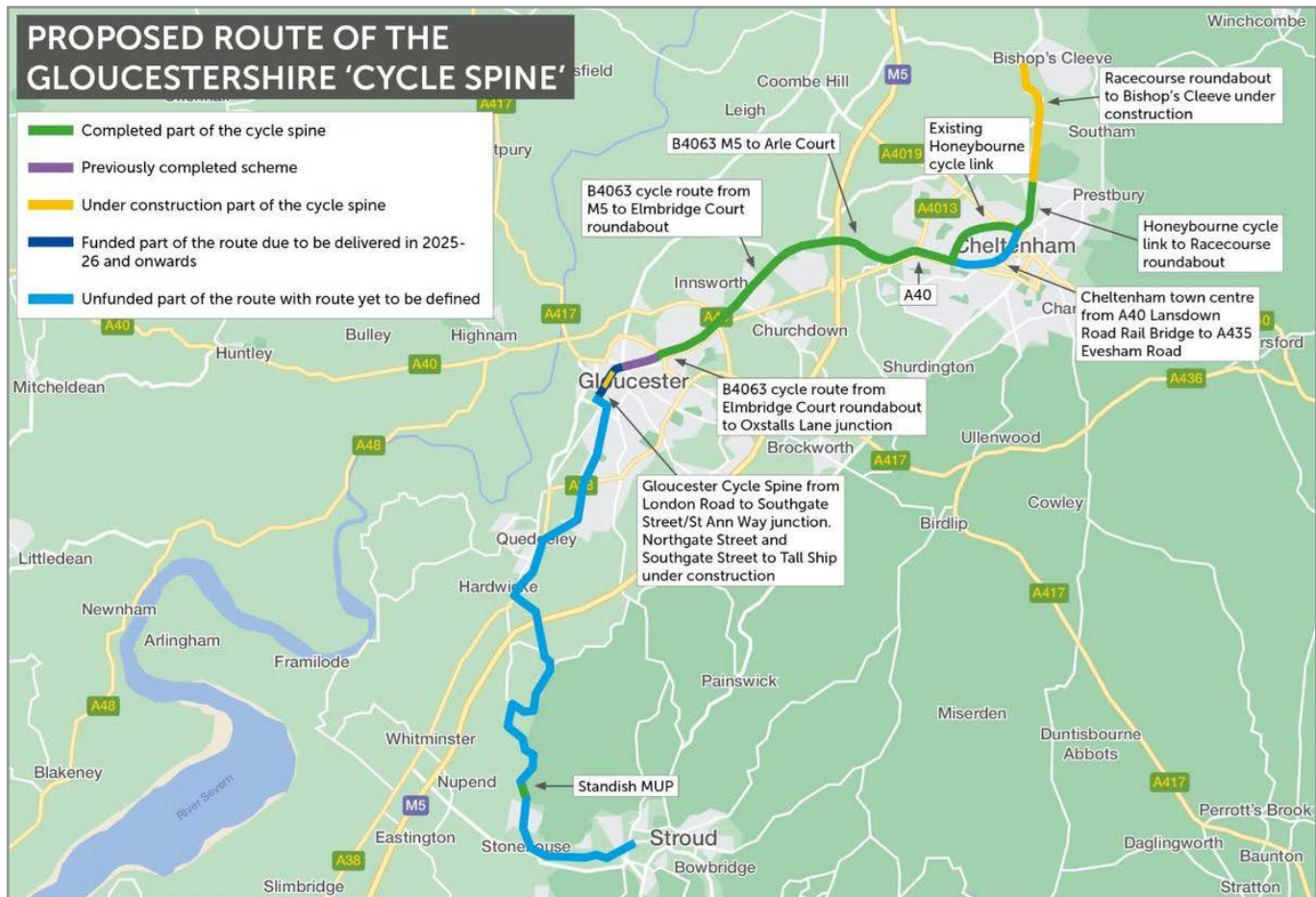
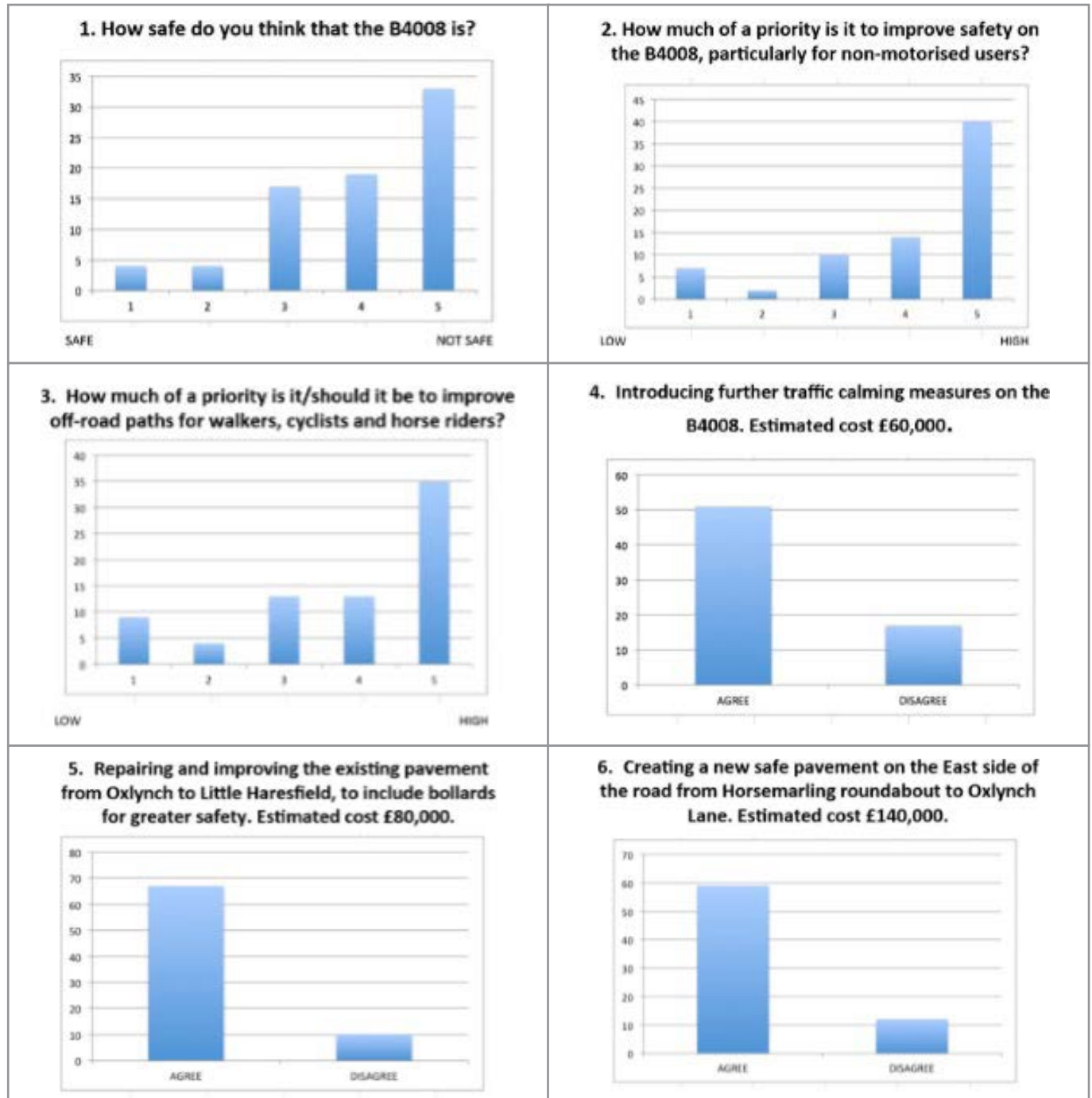


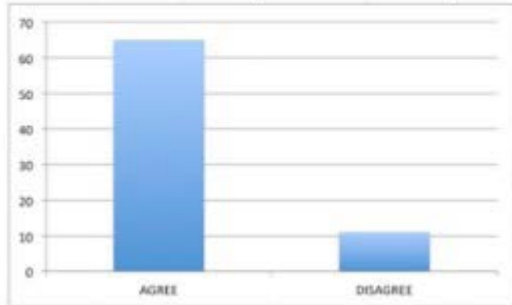
Figure 6. Proposed route of the Gloucestershire ‘cycle spine’ showing the completed section in Standish.

Appendix 4.1: Community Survey of Opinions Regarding B4008 (September 2017)

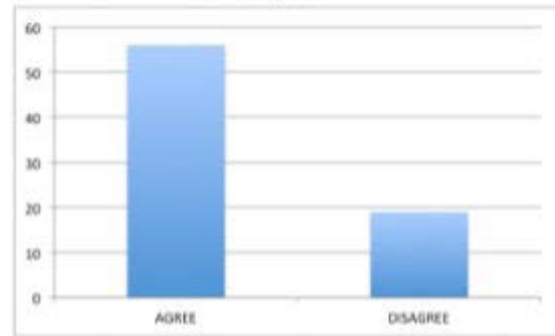
Standish Parish Council commissioned a report on “Safe and Sustainable Travel in Standish”. The Parish Council decided to ask residents for their views. The Parish Council tried to contact all residents and 78 households responded, a 70% return rate.



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.



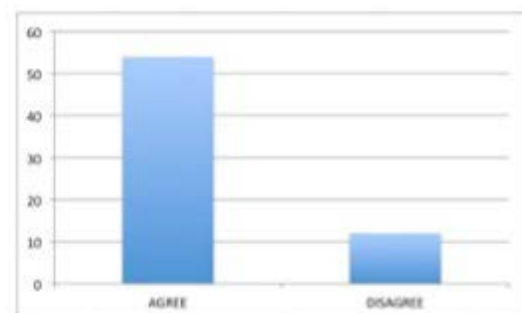
8. Producing information - possibly a phone app - to highlight the history of the Parish. Estimated cost £2,000.



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 Horsemaring 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 appropriate box TOTAL QUESTIONNAIRES: 78

1 (Safe)	2	3	4	5 (Dangerous)
****	*****	*****	*****	*****
4	5	*****	*****	*****
		17	19	*****

				33

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

Please tick appropriate box

1 (Low)	2	3	4	5 (High)
*****	**	*****	*****	*****
7	2	10	****	*****
			14	*****
				40

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

Please tick appropriate box

1 (Low)	2	3	4	5 (High)
*****	****	*****	*****	*****
9	4	***	***	*****
		13	13	*****

				35

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

Agree

Disagree

***** 51

***** 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 Horsemaring 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 Horsemaring 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.

Agree

***** 54

Disagree

***** 12

Appendix 4.2: Standish Multi-User Path Presentation



Standish Multi-user Path

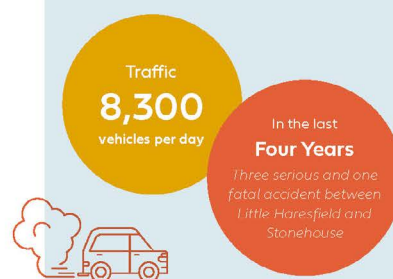
A Vision for Safe and Sustainable Travel in Standish: The Sherborne Trail

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.



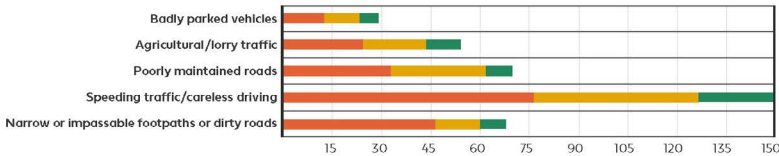
Traffic movements have increased 54% between 1999 and 2017, from approximately 5,400 vehicles per day to 8,300 vehicles per day

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

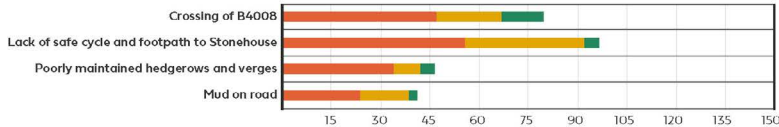
Which of these are a problem to you as a: Pedestrian Cyclist Horserider



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

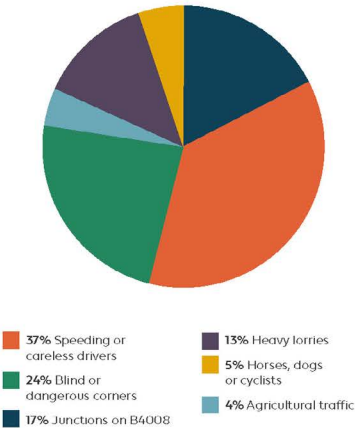
Which of these are a problem to you as a: Pedestrian Cyclist Horserider



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

Question 13

As a driver, which are problems?



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.

September 2008

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

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.

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.

Standish Multi-user Path

**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**

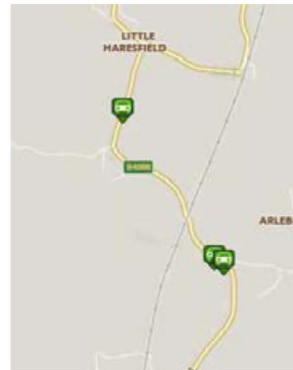
Motorcyclist hospitalised after serious crash on the B4008 at Standish.

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



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.

[Link](#)

5

Standish Multi-user Path

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.

**May
2017**

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

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).

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

6

2017

Community Consultation begins

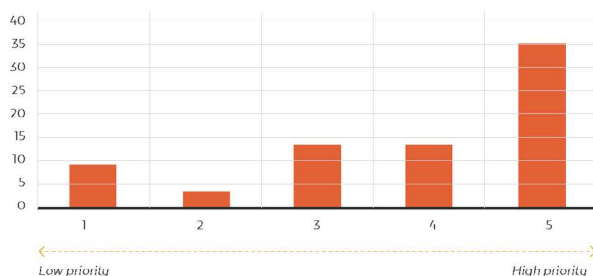
Community Consultation on Safe and Sustainable Travel in Standish

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.

70%
response rate

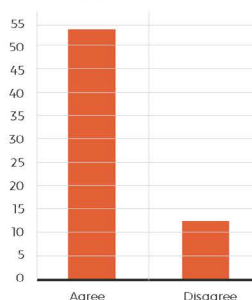
Question 3

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 Horsemaring roundabout;
- Creating a side of road path from there to the Black Bridge at Crowcuppill;
- 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 and soft surfaces where they exist; improving gates and signage throughout including measures to prevent motorised vehicles, such as motorbikes, using the paths.

7

Policy Context

April
2018

The Government Cycling and Walking Investment Strategy is released.*

Cycling and Walking Investment Strategy

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 short 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.

Link

2018

Sustrans publishes their new "Paths For Everyone" review

Paths for Everyone

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 60 improvement schemes being delivered and more ready in the pipeline.

Sustrans have a 2040 vision of paths for everyone.

Link



*includes riding and mobility scooter users

2020

Gloucestershire County Council produces their Draft Local Transport Plan

Local Transport Plan

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 (2015-2040) 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

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 a mention before the 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 horse rider, I would welcome safer routes to enable me, for instance, to access Standish Woods.

9

November 2020

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

Standish Neighbourhood Development Plan

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:

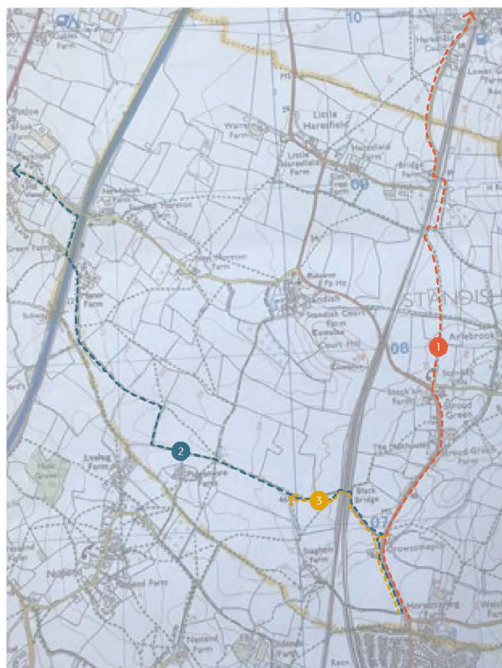
- Public rights of way are safe and accessible
- New housing is carbon neutral with higher standards than other development
- The rural identity of the parish and its tranquil rural character is retained
- Standish has retained its separate identity from Stonehouse
- There is access to a good range of 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.

11

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.



12

Standish Multi-user Path

Route Option Comparison

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

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

Issues Benefits
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.

13

Standish Multi-user Path

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	-
Contingencies (15%) and Preliminaries (15%)	£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.

Behind the Hedge
£128,838.96
Estimated Saving

14

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 would be a wonderful celebration of local heritage to have the Behind The Hedge route named The Sherborne Trail

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!

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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.

Appendix 4.3: Opening of Standish Multi User Path Media Release (September 2025)

Councils unite to celebrate delivery of phase 1 of Standish multi-user path

Following a joint tour of the Standish multi-user path, representatives from Gloucestershire County Council, Stroud District Council and Standish Parish Council have come together to celebrate the successful delivery of phase 1 – a milestone in Gloucestershire’s flagship cycle spine project.

The path connects Horsemarling roundabout in Stonehouse to Black Bridge on the B4008 towards Standish, offering a safe, off-road route for pedestrians, cyclists and horse riders. This vital link lays the groundwork for future extensions northward to Haresfield and Gloucester and southward into Stroud, forming part of a continuous active travel network spanning the county. It will also support planned future development in the local area.

When complete, the path will be 500 metres long. It has been carefully engineered to accommodate a range of users. Phase 1 was completed in summer 2025 and consists of an initial 100 metres of shared path for pedestrians, cyclists and horse riders and a middle section of 300 metres which features a separate bridleway alongside a shared-use path.

Phase 2 is currently in design, with a start date yet to be confirmed. It will deliver the final 100 metres of the scheme, which will provide a further shared path for pedestrians, cyclists and horse riders.

By following the flattest available route along the B4008, the path offers an accessible and inviting alternative to road travel. The off-road design is especially beneficial for horse riders and those new to cycling, providing a safe and scenic corridor away from traffic.

Gloucestershire County Council led the project and oversaw its delivery, with Stroud District Council providing part of the funding through its Community Infrastructure Levy (CIL) and a bid for walking and cycling funds. Standish Parish Council initiated the scheme concept in 2018 and has been actively engaged in bringing it to fruition.

Cllr Roger Whyborn, Cabinet Member for Sustainable Transport & Strategic Highways at Gloucestershire County Council, said: “The completion of phase 1 of the Standish multi-user path is a fantastic achievement and a clear demonstration of our commitment to delivering high-quality infrastructure that supports

active travel. This route will make a real difference to how people move around – whether on foot, by bike or on horseback – and it’s just the beginning of a much larger vision to connect communities and promote sustainable transport across Gloucestershire.

“This project is also a shining example of how all tiers of local government can work together to influence positive change and deliver improved infrastructure for communities. We’re grateful for the funding from Stroud District Council and the perseverance of Standish Parish Council in making this a reality.”

Phase 1 of the scheme has been funded through a combination of sources including:

- Block funding from the Department for Transport
- Funding from Stroud District Council, including CIL and a successful walking and cycling bid
- Section 106 developer contributions

Cllr Chloe Turner, Leader of Stroud District Council, added: “The Standish multi-user path is an important next link in the chain for the growing strategic cycle network across the county. It also provides a safe connection to nearby rights of way for pedestrians and horse riders. Although we are not the transport authority ourselves, Stroud District Council is committed to reducing the barriers our residents experience in getting around without a car, and to the many health and social benefits that come with walking, wheeling, cycling and horse riding.

“The vision and ambition of Standish Parish Council in this project over many years has been inspiring, and I’m so pleased we have been able to partner with them and with Gloucestershire County Council to bring the path to life.”

Cllr Sue Hartley, Chair of Standish Parish Council, said: “For many years, Standish residents have expressed a wish to be able to move safely around the parish without having to get in the car. The allocation of Section 106 money from the Standish Gate housing development in 2018 enabled the parish council to start planning for a safe walking, cycling, and riding route along the busy B4008. Seven years of grant applications, preliminary planning, campaigning, and working with partners later, we are delighted to see the first phase of the Standish multi-user path completed.

“Having been actively involved since day one, I am proud that our small parish council has been instrumental in bringing the project about and

The Standish multi-user path forms a vital link in the 26-mile Gloucestershire Cycle Spine, which will

For more information visit www.gloucestershire.gov.uk where you can also sign-up for email updates on the scheme.

Appendix 4.4: Standish Neighbourhood Development Plan Public Rights of Way/Footpaths Audit – July 2019

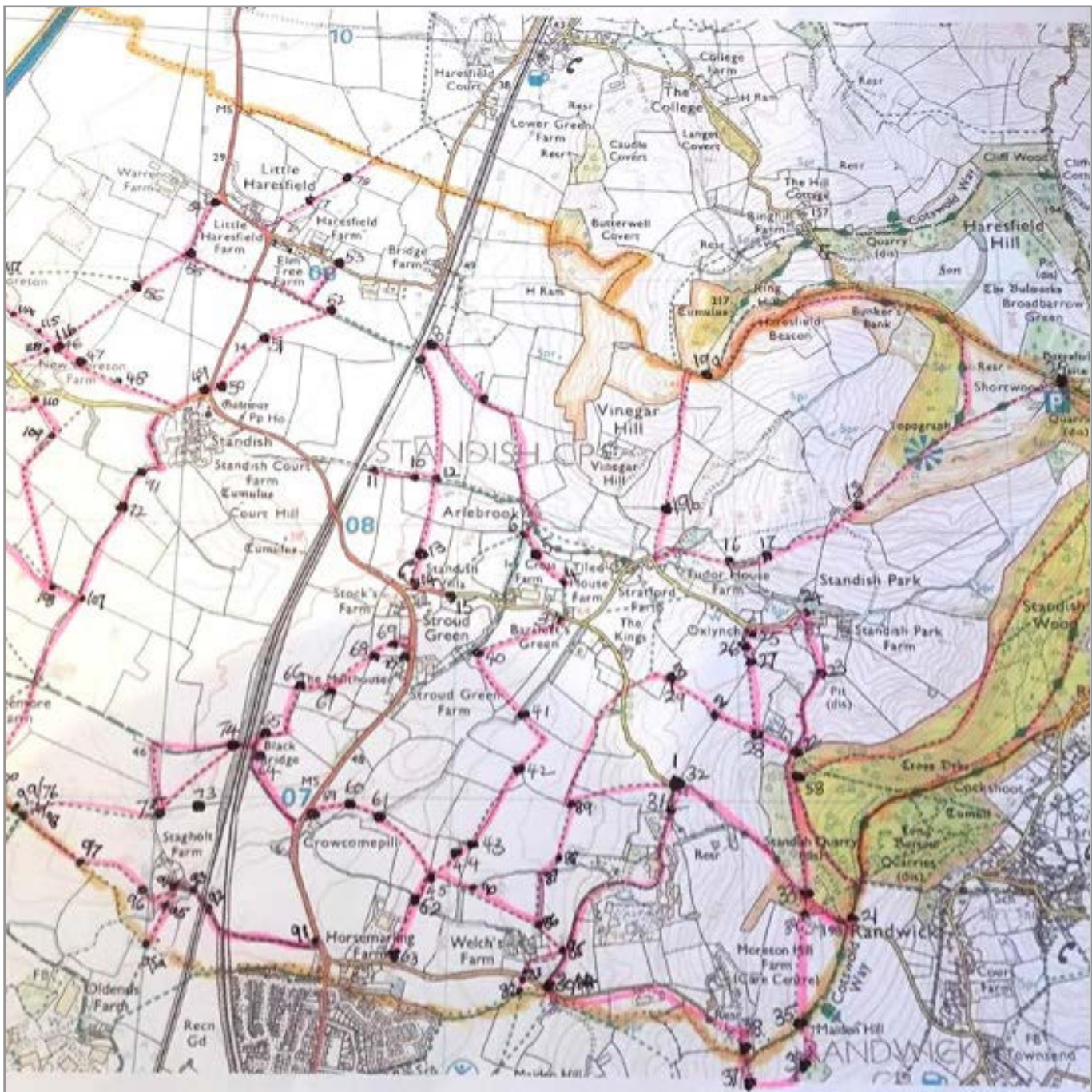


Figure 7. Map of Standish showing details of PROW audit.

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. 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. 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 bridleway. Keep bridleway 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 Wood
	25	Sign to Footpath on left
	26	Farm gate

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

Area	Map reference number	Comments
	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.
	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
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

Area	Map reference number	Comments
Manor Farm/ Standish Moreton Farm	79	No signage
	80	Overgrown pathway – attention needed
	81 (101)	Green dots on map indicate public right of way
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.
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

Area	Map reference number	Comments
Standish Moreton Farm/ Manor Farm	101 (81)	Lane to Manor Farm – gate open but no signage to say it is a right of way
	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
	111	Long summer grass has obscured route of path in next 3 fields heading south east

Area	Map reference number	Comments
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 then becomes impassable as very overgrown with nettles and thistles. (There is a track leading to the right but this is not a public right of way).



