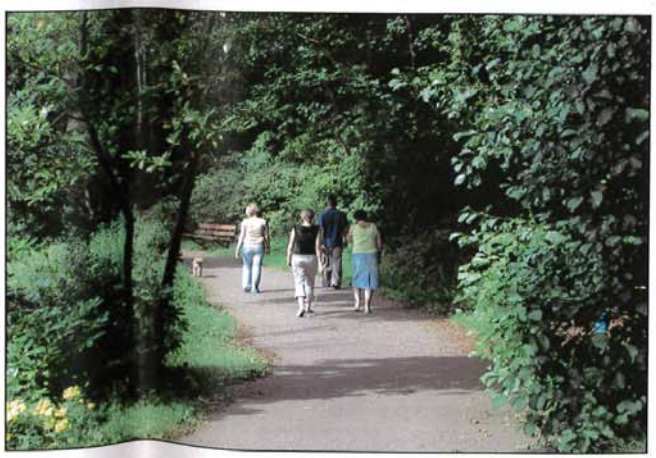
A Cam & Dursley Greenway

A Feasibility Study for Vale Vision



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Introduction

Sustrans has produced this study following a commission by Vale Vision the Community Partnership for the towns of Cam and Dursley. The study is funded in the main through the generosity of the Dursley Town Council of Cam and and Uley Parish Councils.

Brief

The inspiration for the C&DG lies in the disused railway branch line between Cam & Dursley Station (Coaley Junction) and the former Lister site at Littlecombe. This is seen as a potential

This document should be treated as a working document providing a guide to the future development of the C&DG. The document should evolve as work progresses.

The proposed route would require acquisition of private land. A separate confidential report on this aspect has been produced.

The National Cycle Network

The NCN is a network of traffic free paths, quiet rural lanes and safe urban roads which together total in excess of 12,000 miles throughout the UK. The Network is designed to provide consistent standards of signed routes which run within 2 miles of 75% of the population.

Two routes on the Network run within a few miles of Cam & Dursley.

NR 41 runs northwards from Bristol to Gloucester in the Severn Vale, mostly on rural roads and using the towpath of the Gloucester and Sharpness Canal. NR 45 links to NR41 at Saul and crosses the Cotswold plateau towards Swindon.

Executive Summary

- The Cam & Dursley settlement is compact and despite its topography offers great potential for increasing walking and cycling as a proportion of all local journeys.
- Public consultation on the draft of this report produced a good level of local support, and comments generated have been taken into account in this final version.
- There is a need for improved walking and cycling provision in Cam and Dursley, and there are social, economic and health benefits which would accrue from such provision, especially through increasing walking and cycling levels on the school trip.
- A central walking and cycling route on traffic free greenway and quiet or traffic calmed roads between Cam & Dursley Station, Cam village and Dursley can be achieved.
- Links from this route into the wider settlement and especially to schools are feasible and essential to its success.
- A link to the National Cycle Network and Slimbridge can be achieved.
- A satisfactory link to Uley needs more research.
- There is great potential for much of the route to be delivered through planning gain or significant contributions to cost secured.

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The Dursley Donkey

The Dursley and Midland Junction Railway Company was formed in the 1850's with the plan of building a branch line to serve the industry of Dursley and Cam. Construction of the line began and the line was opened to goods traffic on August 25 1856. Passenger trains began running on September 18 1856, serving Dursley, Cam and Coaley Junction on the main line.

The line was later sold into and remained with Midland Railway ownership until 1923 when it was absorbed into the London, Midland and Scottish Railway and remained that way until nationalisation on January 1 1948.

The train service was known with affection as the 'Dursley Donkey', and its distinctive 'cuck-oo' whistle was well known in the valley.

Passenger numbers declined rapidly during the late 1950s and early 1960s and closure was inevitable.

The last 'Donkey' left Dursley at 7.40pm in September 1962 with detonators exploding, hundreds of people aboard paying their farewells and a bunch of carrots tied to the smokebox of the engine.

Goods services carried on until July, 1970 when an accident involving a lorry damaging the low road bridge at Church Road Littlecombe finally sealed its fate and the line closed officially on Monday, July 13, 1970.

Needs and Benefits of the Cam & Dursley Greenway

The primary driver for this proposed route is the current and future development of the Cam & Dursley conurbation and the strain this will place on the existing transport infrastructure. The main roads through the settlement are already perceived as busy and unattractive for walking and particularly cycling due to the challenging topography of this location on the foot of the Cotswold escarpment, and, as significantly, the volume of traffic being carried by the roads. This aspect will not be improved by the forthcoming developments at Littlecombe and in Dursley town centre.

The need is therefore to create a good quality route for walkers and cyclists which promotes:

- A means of sustainable access between Cam and Dursley – at less than 2 miles apart on a reasonably level route, settlements which are within easy cycling and walking distance.
- A core traffic free route to which new links can be added in future.
- Safe routes for walking and cycling to schools.
- A facility for townspeople to enjoy for health and wellbeing.
- A good quality link to the National Cycle Network.
- Access on foot and cycle to Cam & Dursley railway station.
- Access to the countryside for the disabled and less able.
- A good quality route for walkers and cyclists between Dursley and Uley.

The A4135 is the main road through Cam and Dursley which is heavily trafficked, narrow in places and (from observation) prone to speeding despite the 30mph limit. Few less confident cyclists would find use of this road attractive, despite the intermittent cycle lane provision on the section in Cam.

There is however a very extensive network of walking routes throughout the modern parts of the settlement, well serving local movement and access within the housing estates, and linking to the distributor road network. Few of these paths are suitable for shared use with cycles as they are often quite narrow, and pay little regard to providing the easy gradients which are desirable to attract cycle use.

As a consequence, the need to look at a traffic free route has resulted in this study.

This document is intended to guide future development of the project and should be regarded as a working document which will be reviewed through the life of this project (should it go ahead) and developed and amended according to later developments.

Policy Context

The Gloucestershire Local Transport Plan 2006 – 2011 is the strategy for transport provision in the County. There is a strong emphasis in the LTP on the good maintenance of the existing network of roads and rights of way as the most cost effective way of providing for the needs of all road network users, including walkers and cyclists.

In relation to cycling the following is extracted from the LTP

> Improvements to walking and cycling facilities are important ways of improving accessibility. Our strategy includes:
>
> • Provision of sympathetically designed cycle parking in the most popular market town centres and visitor attractions.
>
> • Consideration of using existing footpaths as cycle paths.
>
> • Integration of school travel plans with town-wide cycle and pedestrian audits to provide a comprehensive review of cycling and pedestrian networks in the Market Towns.
>
> • Development and implementation of an improved cycle network focusing on routes that assist access to schools and colleges.
>
> • Improvement of pedestrian and cycling routes in association with linking schemes to health promotion.
>
> • Investigation and development of opportunities for pedestrian and cycling routes linking settlements.
>
> • Upgrading public rights of way for 'utility trips' within market towns and villages and to provide access to bus stops.
>
> • Promotion of walking through School and Business Travel plans, and we will ensure that developers provide infrastructure that encourages walking both within their developments and for access.
>
> (*Gloucestershire LTP2)*

A Cycling Strategy is appended to the LTP the thrust of which is largely aimed at increasing cycling levels through maintenance and 'soft' measures such as school travel plans, with little support in terms of funding allocation for new infrastructure, and that targeted at the major urban areas.

District Policy

The Stroud Local Development Plan identifies a Cam & Dursley cycle route and protects the route from adverse development. The alignment is shown on the maps opposite.

The District Council is committed to encouraging the increased use of cycling for a range of journeys and recognise in policy that safe and well routed cycle ways can make a considerable contribution to lower levels of car use.

Policy TR4 protects the Cam and Dursley cycle route (and others) as defined in the plan from development.

During the life of the Plan, the Littlecombe redevelopment has come forward, and in practice the proposed alignment has been changed to the Littlecombe site where good traffic free provision could be made. We would criticise this approach insofar as the Littlecombe route should have been treated as a complementary route, not a replacement, and the approach may have resulted in a retrograde treatment of access by cycle to the new Sainsbury in the centre of Dursley despite the fact that the Sainsbury development is actually on the cycle route alignment.

Nevertheless, the LDP is generally supportive of good cycling provision.

Ecology

An ecological survey is not part of this study but if the recommendations are accepted a study should be undertaken on areas likely to be disturbed by construction or use of the path.

A search on the Natural England web site reveals no designated Sites of Special Scientific Interest on the proposed route, or other levels of protection. The meadow at the rear of Tesco is however leased to the Parish Council and managed for wildlife benefit.

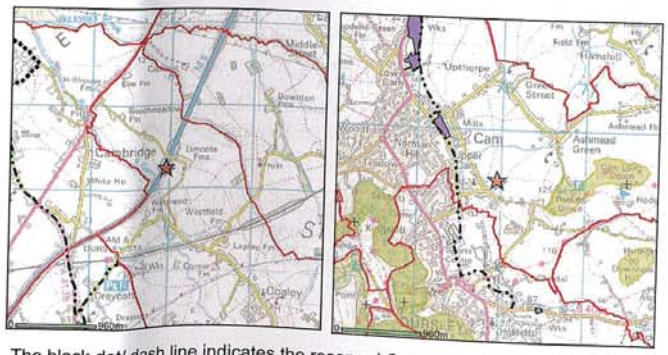
Climate Change

Carbon Dioxide emissions is one of the greenhouse gases contributing to climate change and transport is responsible for 25% of the UK's CO_2 emissions, and is the sector experiencing growth rather than reduction.

Currently the way we travel is a major user of one of the world's most valuable natural resources and one which is depleting - oil. The burning of that oil for travel produces a lot of waste.

Cycling and particularly walking are the most sustainable ways of travelling. They require very little use of the planet's resources, and they are both fuelled by food, a renewable source of energy.

A quarter of all journeys made by car are under 2 miles long, and many of these short journeys could be walked or cycled. The average school trip, for instance, is just over 3 miles, but cycling that distance takes less than half an hour. And children are desperate to cycle to school - 31% of them would like to, but only 1% do.



The black dot/ dash line indicates the reserved Cam & Dursley Cycle Route in the Stroud District Council Local Plan.

Health and Wellbeing

The rising level of obesity in the general population, and in particular amongst children, is well recognised. The 'obesity time-bomb' will, unless addressed, impose a massive burden on the state as today's obese children manifest high levels of heart disease and diabetes in adult life.

The Chief Medical Officer maintains that at least 30 minutes of vigorous exercise for adults and 60 minutes for children is essential to maintain a healthy population, and that the best way of achieving this is to build exercise into everyday activities of which local trips to school, work and shops are the most obvious. Creating an environment where walking and cycling is specifically encouraged and is publicly seen to be the preferred method of travel for many trips will positively encourage adults and children to take exercise.

"The National Cycle Network has made a major improvement to the availability of safe and attractive places to cycle. Research shows that cycling and other physical activities can have significant health benefits. Providing safer cycle routes addresses one of the barriers to taking up cycling, and can help contribute to a fitter and healthier nation." Hazel Blears, Parliamentary Undersecretary of State for Public Health

It is well documented that regular physical activity is associated with increased life expectancy and reduced risks of many conditions including Coronary Heart Disease, stroke, diabetes, hypertension, obesity, some cancers and osteoporosis. The recommended daily activity level to protect against heart disease is 30 minutes per day. However, it is estimated that only 31% of adult men and 20% of adult women are sufficiently active to protect against heart disease.

Cycling and walking are ideal ways of achieving recommended levels of physical activity as they can be incorporated into daily life. The routes of the Network can make a significant contribution to users' levels of physical activity, by providing a safe and attractive facility for them. Results from our surveys show that 70% of users state that the presence of their local route has helped them to increase the amount of physical activity they regularly undertake, over 40% of these by a large amount. Health and fitness were a more important influencing factor on a decision to use a route in areas with poorer underlying health conditions that in areas where more favourable conditions prevail.

High proportions of users of the Network are from groups at high risk of cardiovascular disease and who typically do not participate in regular physical activity. These include older people and those living in deprived areas.

2008 National Institute For Clinical Excellence

NICE's guidance, for NHS and other professionals who have a direct or indirect role in – and responsibility for – the built or natural environment, offers the first national, evidence-based recommendations on how to improve the physical environment to encourage physical activity. It demonstrates the importance of such improvements and the need to evaluate how they impact on the public's health. The NICE recommendations include restricting motor vehicle access, the reallocation of road space, road-user charging and creation of comprehensive walking and cycling networks, to help people lead a healthy, active life. This will help prevent and manage over 20 conditions including coronary heart disease, diabetes, cancer, obesity and mental health problems. This is the first time NICE has drawn up recommendations aimed at land use and transport planners.

The guidance was developed by a panel of independent experts including Sustrans. NICE recommends that pedestrians and cyclists should be given priority in planning and building towns and cities, and stated that obesity levels will continue to soar unless transport planners follow today's groundbreaking guidance encouraging walking and cycling as physical activity.

Construction Standards for Traffic Free Paths

The quality of construction and the care taken in detailing a shared path significantly affect the levels of usage, the integration of the path into the local community's mental map of their area and to the cost of maintenance.

Width of path

The width of the surface must accommodate the range of users planned for. In practice this means a shared use surface generally ranging from 2-3 m in width. Just as important as the path width itself is the space either side of the path where not only is it necessary to take into account the presence of barriers and fences in physically reducing the real space, but also the visual reduction resulting from their oppressive nature.

Inclusion of equestrians on paths requires special care because horses can cause damage to unsealed surfaces, and some users can perceive them as a possible safety risk when passing. It is generally recommended to have a separate parallel path for equestrians where possible. In many situations where the levels of horseriding are quite modest a wide verge with a firm base is more than adequate to allow horses to beat out their narrow trackway. In these situations it is essential that the adjacent path for pedestrians and cyclists have a sealed surface in order that horses riding side by side or otherwise on the main path, do no damage.

Gradients

In order to attract the maximum usage it is important to avoid steep slopes which will deter the less fit and the less confident cyclist. The design should aim to achieve gradients no steeper than 1:20 (which is ideal for wheel-chair users) wherever the terrain permits. In rural areas it is sometimes impossible to achieve this gradient and steeper slopes may have to be accepted.

Sub base

The paths are generally designed for relatively light loadings and it is entirely possible that the most arduous conditions they are subject to will be the construction process itself. Paths are not roads but at the same time they will have to take the occasional loading of maintenance vehicles and the like.

Perhaps the critical general detail should be a combination of using a geofabric or polypropylene barrier wherever the underlying soils are poor and likely to mix with the base material if not separated by this layer, and the setting of the level of the path above that of the surrounding area so that it remains dry at all times.

The sub-base will generally be wider than the finished path in order to give support to the edges of the path and will be constructed of whatever materials are available locally. The function of the sub-base is to spread the load and needs to be of sufficient thickness so that it will not deform under the wheels of maintenance vehicles in such a way that the finished surface is cracked or damaged. If the finished surface is unsealed, for example limestone dust, then a certain amount of deformation will do little damage and paths can be successfully constructed with thickness as little as 100 mm. Recycled materials are always useful particularly road planings, crushed concrete and crushed brick.

Finished profile of the sub-base is critical for the users of the Cycling Greenway. Any short frequency undulations will make it uncomfortable to cycle, any long undulations will be prone to collect water in the dips, as will any reverse camber. f the cross-fall is too excessive it will be too difficult to walk along or make progress with wheelchairs. The sub-base formation must be generally higher than the surrounding ground so that it drains dry, and remains dry at all times.

Kerbs

Kerbing will usually be appropriate in urban locations only to match in with existing conventions and in a select few other areas where specific path edge restraint is required. On the whole kerbing is not desirable for paths because it over-formalises the view, and edge restraint can be achieved equally effectively by ensuring that the sub-base layer is built 2 – 300 mm wider either side of the finished surface.

Surfacing

Sealed surfaces

Path surfacing is probably the most critical element determining the popularity of shared paths. A surface that is smooth, firm, and dry, throughout the year and throughout its lifetime will generate far higher levels of use than will any sort of informal surface which is prone to damage from water, erosion, and horse traffic. In almost all respects an asphalt surface of some type will be the most popular but very frequently, in rural areas in particular, there is objection to its use as being inappropriately urbanising the countryside. In these situations, unbound materials are usually used including limestone dust, as found materials and even crushed shells.

The visual impact of the path is a subject around which much argument has raged. Two or three years after the construction of a path, it is often difficult to detect much difference between the visual look of weathered asphalt and stone surfaces, although if the stone surface has eroded, as is all too often the case, then it is possible that this presents the worse appearance. However, even this is not a matter on which there is common agreement because of the view that natural processes leading to a rugged pathway may be the most appropriate for an area! What is certain is that if this view prevails then the level of use will be low and the reputation of the Greenway will suffer.

Unbound surfaces

Limestone dust and similar can give a very good surface and the one particular advantage over surfaces dressed with tarspray and chips is that being unbound, the particles in the surface tend to migrate to the lowest spots and consequently irregularities iron themselves out to provide a very smooth ride on a surface of this type. Their disadvantage is erosion. These surfaces are not suitable for long ramps and gradients where even the best drainage systems cannot avoid a flow of water along the path sufficient to erode the surface, create a minute gully which itself further concentrates the force of the water and leads quite rapidly to the destruction of the path. The only way in which this can be avoided is to either provide a bituminous seal on ramps prone to erosion or to construct them of such large stone that they can resist it. This is,

in effect, the exposed sub-base or natural rock visible on hundreds of eroded bridleways and tracks throughout the country.

Dust surfaces can work particularly well on disused railways which are essentially level and from which if carefully designed, water runs off either side without reaching any critical and damaging volume. However, even this process gradually moves the small particles of the surface material to the side which combined with wind-blow leads to an erosion of 2 or 3 mm of material a year which, in turn, requires a regular programme of re-surfacing with fine material if the path is to be kept to a good condition.

Access details and gateways

We consider that appropriate entrances should have a feature "Gateway" to publicly announce a transition from the public highway to the Cam & Dursley Greenway and its open space. This "Gateway" could be a simple arch with the name of the path, it might be a sentinel post, or it might little more than carefully signed. But in every case the objective should be to let the general public in the area know of the existence of the Greenway, to welcome them to it and for occasional users to give them the confidence they are en route and for regular users a sense of pride in their area.

The ideal access controls are limited to bollards or posts set with a clear space of 1.20m between their faces. This allows for free passage of every kind of bicycle and tricycle and wheelchairs whilst, at the same time, preventing access by 4 wheeled motor vehicles. If the path is also being used for horses on the same alignment the bollards need to be set at 1.8m apart. A selection of special gateways is appended as a guide.

Signs banning motor-cycling on the Greenways should always be displayed next to the Greenway entrance to allow legal enforcement. Illegal access by motor-cyclists should first be addressed by liaison with the Community Police Service and use of Anti-Social Behaviour legislation. Only if this action fails to deter motor-cyclists should physical barriers be considered, because all designs of barrier will inconvenience some legitimate users, especially the larger type of motorised wheelchair, and bikes with trailers. Current practice favours the 'A'Frame type of barrier, which deters motorbikes by the narrow width restriction at handle bar height, while permitting walkers, cyclists and (most) wheelchairs passage.

Where access for horses is to be provided, in an area commonly prone to motor cycle abuse then the usual quite effective arrangement is to provide a walk-through barrier made from railway sleepers, in which case it is desirable to have a pair of sleepers creating a box roughly similar to the wheelbase of a motorbike.

Signage

Signing has three functions

- to give confirmation to those who are following a route,
- to advise on distances to destinations which might be best reached by this route
- to advertise the route to those who currently do not use it.

It could be argued that this third function is the most important.

We recommend that signing should accord with nationally adopted standards. Sustrans Guidance Note is appended.

Livestock controls

Livestock controls may take the form either of a wicket gate or a 1200 mm wide cattle grid. In the latter case wheelchairs and pedestrians should be provided with a wicket gate, as they cannot use the grid. Wicket gates must be of a two-way self-closing design because it is very difficult for both cyclists and equestrians to open a gate towards them. The design by Centre Wire Ltd is very suitable and may be in steel or in timber as appropriate for the location. Wherever possible provision should be made for the self-closing gate to be kept open at times when the adjacent fields are not holding livestock.

Along some of the length of the path there will be the need to take farm vehicles and livestock from one side of the path to the other, or along the path. Consideration should be given to position the gates so they can be closed off across the path so as to allow livestock to conveniently move from one side of the path to the other. In these locations the path itself should be provided with a concrete surface adequately reinforced to take agricultural vehicles. As these gates will be managed by neighbouring farms any locks and keys will be in their hands.

Seats

Seats for resting and enjoying the view, or just resting to chat with friends and passers by are an essential part of the rural and urban paths. They are especially valuable to the less able, for whom smooth firm surfaces to access the countryside are most useful, but who require frequent rests. Seats should therefore be located within 100m of access points and at intervals along the path, selecting sites for good views or local interest.

Seats of varying designs are available, but the traditional park bench should be avoided in preference for seats of robust manufacture in natural materials which will resist attempts at vandalism. A selection is appended.

Route selection

The National Cycle Network is designed for the public to walk and cycle in a safe and pleasant environment to encourage those who are new to cycling or returning to cycling to adopt this sustainable means of transport in their daily lives. The National Cycle Network therefore places a strong emphasis on creating routes which meet the following criteria:

- The route should **minimise dangers** for cyclists and other users to give a feeling of security: the route should avoid any use of the main roads, unless conditions ensure the safety of the route users, and create conditions in which the route users feel secure. Any unavoidable crossing of main roads must be safe.
- It should be a **continuous** route with a distinct character, integrated with local roads and cycle paths; Sustrans monitoring shows that good quality traffic free routes which reach into the heart of towns and villages give highest benefit to communities demonstrated through the high measured usage.
- It should be a route that is **direct and quick**; where the route forms part of a regular journey, such as a commuting or shopping trip, the aim should be for cyclists to be able to make the trip more quickly and more conveniently than motorists. For 'recreational routes' this is not so important – the study route serves both functions.
- It should be a route that complements and **enhances the environment** in such a way that cycling is attractive; a pleasing environment is a key element in persuading the public to use the route. The route proposed runs next to open countryside and meadows, closely following the River Cam. Opportunities exist for creating a park like environment, especially if riverside walks and paths can be created which will help give the path its own character and appeal.
- a route that enables a **comfortable** flow of cycle traffic and is easy to use; avoiding even moderately trafficked roads, and minimising use of routes alongside busy roads adds to users' feeling of comfort. A generally level route avoiding steep hills will help encourage the public to use the route.

These criteria can be adopted by the Cam & Dursley Greenway for the route alignment. It needs to be recognised that the route to meet these criteria will necessitate the acquisition of rights over private land. Sustrans has acquired many parcels of private land in developing the National Cycle Network, and has been able to do so through negotiation with private land owners. It is an assumption of this study that any land acquisition will be on a similar basis, i.e. that local authority powers of compulsory acquisition will *not* be called upon. The choice of route has therefore taken account of the potential difficulties involved with any land acquisition following consultation with landowners. (Reported separately).

Summary of Routes Studied

The overview map shows the various route alignments considered, and the following notes briefly indicate how the recommended routes have been arrived at. The maps were displayed to the public at Kingshill House, Dursley in February 2008, and there was considerable interest from the local communities. The written and verbal comments made at the consultation have been taken in to account in the proposals where appropriate, and the public should remain involved as the project develops.

The routes fall into four sections:

Link Cam to National Cycle Network and Slimbridge

The core Cam and Dursley route including the link to the station

Dursley / Uley

Uley / Railway Station

1. *Link Cam to National Cycle Network and Slimbridge*

We identified two possible routes. The attraction of the route next to the A4135 would be the simplicity of its achievement, as it would involve a modest widening of an existing footway next to the road, plus a short section of new path. There is an existing crossing point on the A38. The major problem with this option is the lack of any footway at all on the A4135 bridge over the railway, and the prohibitive cost entailed in constructing a new bridge over a live railway. With fast traffic in both directions passing on a narrow bridge, we would have strong reservations about advising use of this route. Alternate working on the bridge to create a safe space for vulnerable users would not be acceptable to the Highway Authority.

The proposed route uses existing public rights of way, and an existing safe crossing of the A38, but requires new path construction.

2. *The Cam & Dursley Greenway* route selection is largely explained in the notes with the maps that follow.

3. *Dursley / Uley*

We have investigated a number of potential routes for this link but cannot recommend that any are likely to be feasible for a variety of reasons.

3.1 Improvements to the B4066

The B4066 is quite heavily trafficked and drops to the River Cam half way between Uley and Dursley, so that a climb is involved in both directions. The existing footway alongside the road, which changes sides near the Cam crossing, is too narrow for shred use and the verge does not offer sufficient width for widening. Paths alongside roads are always less attractive than paths away from roads.

3.2 Field path south of B4066 (mapped as Option 2a) See notes on map

3.3 Bridleway on edge of woods south of B4066 (mapped as Option 2) See notes on map

3.4 On roads North of B4066 (mapped as Option 1) See notes on map

3.5 Bridleway North of B4066 (mapped as Option 1a) See notes on map

A comparison of distance and hilliness of alternative on-road routes, and a matrix comparing the mapped options is included in Part 2 of this report. None of the above routes adequately meet the criteria, and further work is needed to identify an alternative. We are willing to continue working on this route with Uley Parish Council.

4. *Uley / Cam & Dursley Station*

The map shows a proposed on road route between the village and the station which is shorter than the route via Dursley and can be used now as it is all on road.

Indicative Costs

The route has been divided into short self contained sections for costing purposes. The costs are indicative only and based on recent tenders for construction of similar paths. Land acquisition costs are not included. They are intended as a guide for use in researching funding applications, and more detailed estimates would be needed to support actual applications. All estimates are exclusive of VAT.

Section	Section Length Km	Length of new construction	Construction cost /Km	Section Construction cost	Accommodation works	Professional Fees	Contingency	Section Total	Comments
Gossington - Cam	1.8	1.3	£ 75,000	£ 97,500	£ -	£ 14,625	£ 9,750	£121,875	New fencing at Highway Agency cost
Box Lane - Middle Mill	1.1	1.1	£ 75,000	£ 82,500	£ 10,000	£ 13,875	£ 8,250	£114,625	
Middle Mill - Rowley	0.6	0.35	£ 75,000	£ 26,250	£ 5,000	£ 4,688	£ 2,625	£ 38,563	
[On highway sub section]		0.2	£ 25,000	£ 5,000	£ -	£ 750	£ 500	£ 6,250	On Highway works by Highway Authoiry / developers.
Everlands				£ -		£ -	£ -	£ -	To be completed by Highway Authority
Everlands - Cam Hopton School	0.2	0.2	£ 75,000	£ 15,000	£ 20,000	£ 5,250	£ 1,500	£ 41,750	New bridge over river recommended
Everlands - Rednock School	0.5	0.5	£ 85,000	£ 42,500	£ 20,000	£ 9,375	£ 4,250	£ 76,125	Note estimate provided by contractors exceeds this.

Funding

The list below is a summary of funding sources which offer potential for fuller investigation. It is not comprehensive, but includes most likely potential sources.

Gloucestershire County Council Local Transport Plan

No allocation at present for the Greenway, but the project meets LTP objectives.

Highways Agency

Posible source of funding for the Cam – Gossington link as this crosses the M5 and would require HA land and minor works.

Cycling England Links to School (Sustrans)

Must meet criteria and engender cultural change amongst school pupils towards travel on foot and cycle. Application being made for Rednock School.

Planning gain – s.106 agreements (Stroud DC)

There is much development in the planning stages and the Greenway should be fed into the planning process to secure contributory funds.

Landfill Tax Credit

Waste operators distribute funds, usually less than £50,000 per application. No active waste sites identified within 10 mile radius of Cam and Dursley.

Aggregates Levy Sustainability Fund

Generally the fund is directed to communities directly affected by extant or past quarrying, and this does not appear to be the case at Dursley. Administered nationally by Natural England, and a separate fund by Gloucestershire CC.

Charitable Trusts

There are a small number of Charitable Trusts which offer funds for projects in Gloucestershire. Sustrans could work with Vale Vision if appropriate. Amounts available likely to be £6 – 10,000.

Cotswold AONB Sustainable Development Fund (Cotswold Conservation Board)

Available outside the AONB area if project contributes to funds objectives. Uley – Dursley section is inside AONB boundary. Max £25,000.

Big Lottery Community Spaces

Open only to community groups (such as Vale Vision). Four levels of grant: small, £10 - 25,000; medium, £25 - 50,000; large £50 – 100,000 and flagship £100 – 450,000. Administered for Big Lottery by Groundwork UK.

Strategy for future development

The substantial funding required for the Greenway is very unlikely to be available as a single sum, and land acquisition and planning will have to be undertaken over time. In practice therefore a strategy for delivery of the Greenway should plan for delivery over a period of time by identifying and taking opportunities for early completion where they arise, and by planning positive actions to develop other sections in the long term.

Section	Actions
Gossington Lane – Cam	Ensure inclusion in Planning Policy and LTP programme Obtain land permissions Obtain Planning Consent or change to PRoW status (if necessary) Secure funding Construction
Box Lane – Middle Mill	Seek to secure construction through planning agreement on development of Draycott Farm
Middle Mill – Rowley	Ensure inclusion in Planning Policy and LTP programme Obtain land permissions Obtain Planning Consent (if necessary) Secure funding Construction
Everlands	To be constructed on highway.
Everlands – Cam Hopton	Ensure inclusion in Planning Policy and LTP programme Obtain land permissions Obtain Planning Consent (if necessary) Secure funding Construction
Everlands – Rednock School	Seek to secure through Rednock School redevelopment (planning condition)
Littlecombe	Monitor to ensure delivery and quality
Dursley - Uley	Investigate suitable route Ensure inclusion in Planning Policy and LTP programme Obtain land permissions Obtain Planning Consent (if necessary) Secure funding Construction

A Cam & Dursley Greenway

Part Two

Route Descriptions and Maps

sustrans
JOIN THE MOVEMENT

May 2008