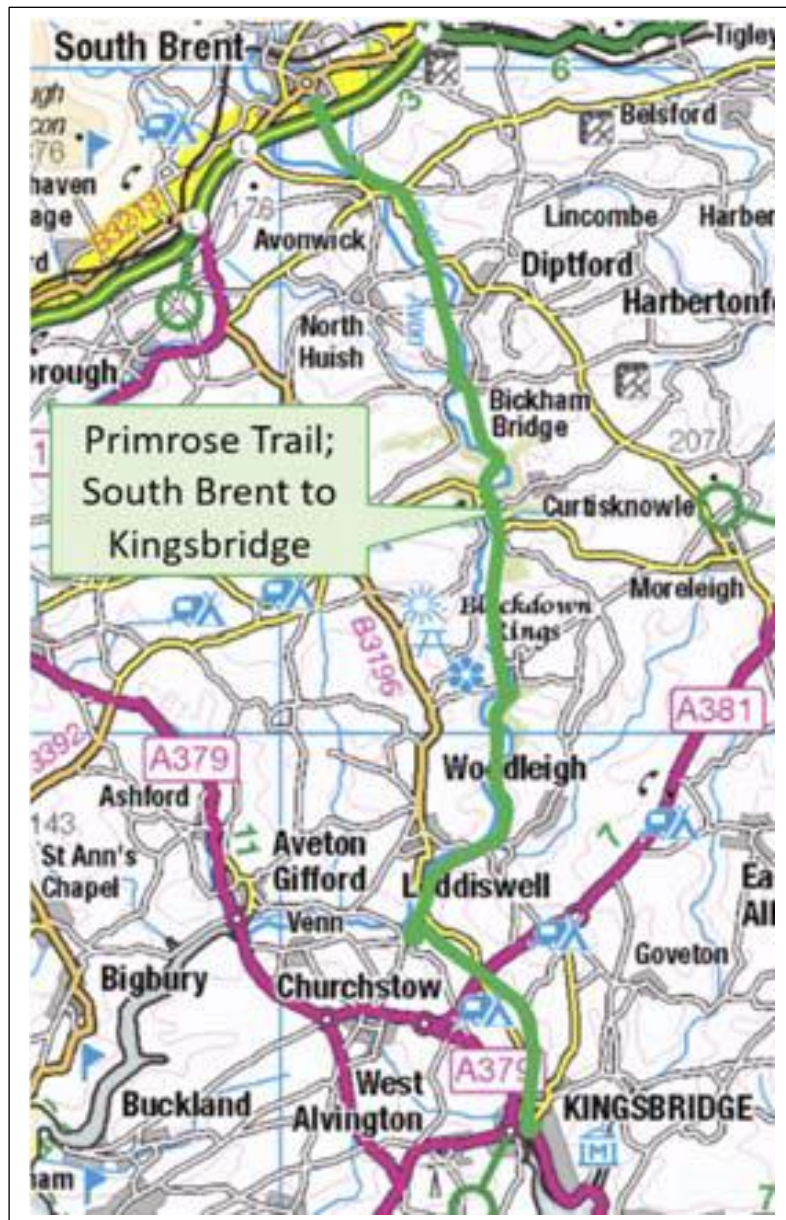


# The Primrose Trail

A multi-use trail from Dartmoor to the Sea

South Brent – Avonwick – Diptford – Loddiswell - Kingsbridge

## Feasibility Study/ Proposal Outline



21 December 2020

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# 1 A Multi-Use Trail from South Brent to Kingsbridge

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This document has been prepared for discussion with interested parties and prospective funding sources. It outlines proposals to fashion a walking and cycling route from the moor (Dartmoor) to the sea (at Kingsbridge). It will make use of existing minor roads and public paths, along with sections of the former Kingsbridge branch railway The Primrose Line, so as to bypass unsafe crossings, sections of busy road and cruelly steep hills.

## 1.1 The Primrose Line

The Primrose Line was a single-track branch railway line connecting Kingsbridge to the main Penzance - London line at South Brent, opened in March 1893. Its construction provided a 12.5-mile (20km) route engineered to provide gentle gradients. It passed through the most beautiful countryside, the spine of what is now the South Devon Area of Outstanding Natural Beauty. The line closed in September 1963 and the land was sold off in small tracts, for the most part back to the original landowners.

This important amenity and connection was lost, leaving Kingsbridge and the surrounding area isolated for anyone without access to a car and with few safe routes out into the countryside around the town for walkers and none for cyclists or those with reduced mobility.

## 1.2 The idea of 'The Primrose Trail'

By the 1990s, the loss of this route and Kingsbridge's isolation was still strongly felt. The Countryside Commission supported Devon County Council and the local authority, South Hams District Council, in considering the feasibility of re-opening the route as an extended walking and possibly cycling path. The study identified the widespread dispersal of ownership of the old track and several physical breaks where, by this time, some bridges and sections of track had been removed.

In light of this, other routes were prioritised elsewhere in Devon -- including the Tarka Trail, Drake's Trail, Granite Way, and the Exe Estuary Trail.

Since then, ever heavier road traffic has left Kingsbridge and communities in the Avon valley more and more stranded. Concerns about climate change and environmental damage have also greatly increased, along with a rising interest in greener forms of travel, in particular cycling.

However the potential of the old line was not forgotten. In 2017 an enthusiastic group of Kingsbridge, and subsequently South Brent, residents -- who shared a passion for walking, cycling, Devon life and the great outdoors -- began to explore the possibility of re-establishing the link from Kingsbridge to South Brent again as a safe multi-purpose trail.

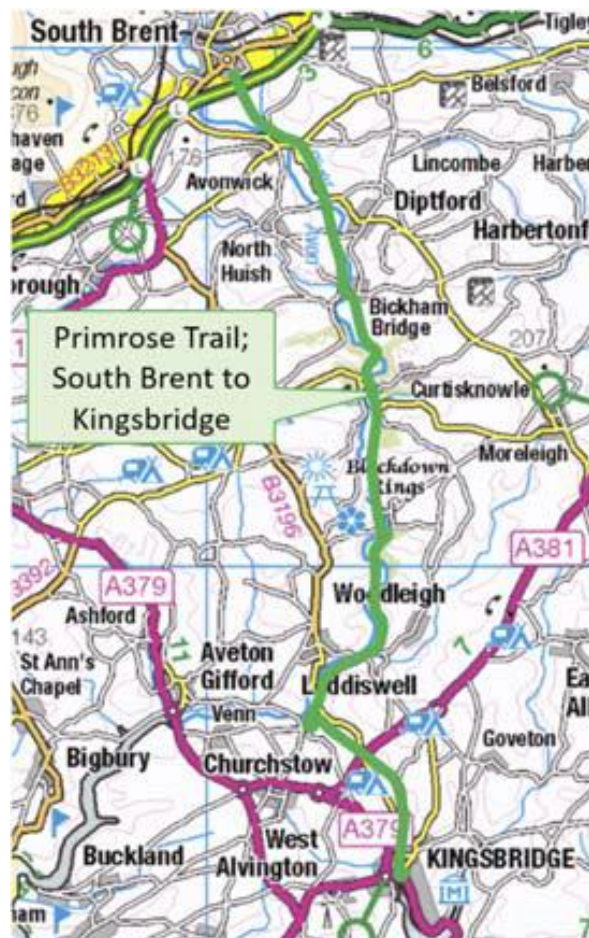
The concept is to use where possible the existing engineering and gentle gradients of

the old railway line. Where this is not possible, the trail will use existing bridleways and quiet lanes.

### 1.3 The possibility of The Primrose Trail

Almost all of the old railway is privately owned, and the success of the project is partly dependent upon the goodwill and support of landowners along critical sections. The sketches included in Section 3 showing a possible route are left unfinished in the expectation that each detail will evolve and change until all parties are satisfied that they can support any one section of the proposed route.

Substantial sections of the proposed route would be motor-free greenways which would be a valuable local resource and popular visitor attraction. These sections would be particularly important for promoting active travel for fitness and health, something that is sorely needed in this quite challenging, but very beautiful area.



## 2 The Need for a New Trail

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### 2.1 Purpose

Those promoting the Primrose Trail believe that the purpose of the new trail is .....

*For the public benefit and to:*

- (i) enhance social welfare through facilities for exercise and ‘active travel’, and*
- (ii) provide community benefit through infrastructure that links the communities between South Brent and Kingsbridge by a safe, traffic free route, and*
- (iii) combat climate change,*

*by establishing in stages and maintaining a multi-use trail from South Brent to Kingsbridge for use by the general public, in particular walkers, ramblers, runners, cyclists, equestrians, including people with disabilities. It would make use where possible of the track bed, bridges and tunnels of the disused railway formerly known as The Primrose Line.*

### 2.2 Existing Walking and Cycle routes in the Area

Kingsbridge and the Avon Valley south of Diptford are very isolated for non-car users, being only accessible via long sections of frequently busy, but narrow main roads.

South Brent, on the other hand, is well-linked to a large range of walking and cycling routes. National Cycle Route 2 passes through the village connecting to Plymouth via Ivybridge to the west and Totnes to the east with their mainline railway stations. The 272 Dartmoor Way cycle route and sections of Route 28, as well as the open moor, are close at hand.

Access for walkers and cyclists, would be further enhanced by the potential re-opening of a railway station in South Brent. This has long been an aspiration of Dartmoor National Park and some provision to safeguard this opportunity is included in the Dartmoor Local Plan 2018-2036. The feasibility of this is being re-explored and is currently being championed by the local MP, Anthony Mangnall, supported by Devon County Councillor Richard Hosking and South Brent Parish Council.

Further afield, footpaths and multi purpose routes linked by Route 2 include the Plym Valley Trail, which joins with Drake’s Trail to provide an almost continuous route from Tavistock to the coast at Plymouth. To the east is the Dart Valley Trail, which makes a good route downstream from Totnes to Dartmouth.

Our valley, the River Avon, has some very good sections for walking, particularly running down from the Avon Dam on Dartmoor and between Topsham Bridge and Loddiswell Bridge, where a short length of path runs along the old railway. The Avon Estuary Walk from Aveton Gifford is distant from the river, which is mostly hidden by the topography and woodlands. In between these sections, walkers have no choice except using mostly



quiet, but usually very hilly lanes to complete a River Avon walk.

The Kingsbridge Estuary itself has no footpath through from Kingsbridge to Salcombe, although there is a permissive path for the last mile to Snapes Point, and the coastal footpath runs through Salcombe Harbour to the sea via a foot ferry.

### **2.3 The Improvements the Primrose Trail could provide**

Presently the 13 mile (20km) journey from South Brent to Kingsbridge is a challenge to any but the most ardent cyclist or rambler, and therefore is a journey seldom attempted. The most direct and least hilly route involves significant stretches of narrow, busy and dangerous main road. Alternative routes are possible on small lanes, but these involve significant additional distance and at least two major 80-100m climbs in each direction.

A good walking and cycling route, on the other hand, would be an easy pleasure to almost every cyclist whether experienced, novice or en masse as a family. Following the track bed of the Primrose Line where possible could remove dangerous crossings and reduce gradients to provide such a route.

Kingsbridge, the heart of the South Hams, would once more be linked into a national network serving not only car users, but also a safe sustainable route for cyclists, walkers and equestrians of all abilities.

### **2.4 Potential Benefits**

The Primrose Trail would:

- a) Provide a safe, sustainable, and largely traffic-free route linking local communities in the Avon Valley, accessing schools, work and shops, and encouraging people to walk and cycle rather than drive;
- b) Contribute to the local economy by adding an appealing leisure activity in an area which generally lacks things of this kind for visitors to do. This would draw more tourism footfall to this part of the South Hams, support existing tourism businesses and stimulate the creation of new route specific businesses (for example cycle shops and cafes);
- c) Enhance the viability of Kingsbridge and South Brent town centres by increasing visitor footfall, particularly through proactive routing;
- d) Provide a link between the coast and Dartmoor, enhancing access to and understanding of the area's agricultural and industrial heritage, while also creating some specific points of sustainable access to the moor;
- e) Engage the community including schools, young people and artists in the development, management, use and appeal of the trail, building community ties, identity and interest;

- f) Improve health outcomes by encouraging physical activity and car-free travel to the countryside and green spaces. This would improve physical and mental well-being across all sectors of the community;
- g) Support the development of the National Cycle Network Route 2 by providing a new link from the south at South Brent with further connections on to the leisure routes 272 and 28;
- h) Provide a free, outdoor leisure resource for those local people without cars -- which are currently essential for access to public outdoor space;
- i) Provide an accessible route usable by people with mobility issues in areas where none currently exist;
- j) Give greater public access to the South Devon Area of Outstanding Natural Beauty in line with the AONB Partnership's management objectives and create a link to Dartmoor National Park.

## 2.5 Communities served

Along and close to the route, the communities of Kingsbridge, South Brent, Gara Bridge, Avonwick, Ugborough, North Huish, Diptford, Woodleigh, Loddiswell, Aveton Gifford and Churchstow would be served.

## 2.6 Economic Impact

The Trail will have a positive economic impact on the local economy through attracting additional visitors.

Tourism is a major contributor to the local economy. For Devon as a whole in 2015 there were 29.9m visitor day trips and 5.7m staying visitor trips accounting for 23.6m visitor nights<sup>1</sup> with annual growth of 11% forecast to 2021. South Devon accounts for ~20% of these. 12% of employment in Devon is linked to tourism, with a higher figure, ~16%, for South Devon.

There has been research on the economic impact of other multi-use trails in Devon and the South West<sup>2</sup>. These can serve as a reference point for the positive benefits that the Primrose Trail could generate. The Tarka Trail, Exe Estuary Trail and Drake's Trail in the aggregate were calculated to generate tourism expenditure of £13.4m. The Tarka Trail generates annual spend of £4m for its local economy from ~175,000 users in 2017, of whom 73% were visitors<sup>3</sup>. The Camel Trail in 2009 generated £3m annual spend with 250,000 users, experiencing considerable growth since then. The North Dorset Trailway

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1 The Economic Impact of Devon's Visitor Economy 2016 (published Feb 2018)

2 Devon Cycling and Walking Trails: Economic Impact Analysis for Devon County Council, SQW, November 2015

3 Tarka Trail Coastal Community Team – Economic Plan 2017

in 2012 reported 80,000 visits with an average visitor spend of £50-100<sup>4</sup>.

Using other trails as a benchmark, and recognising that the Primrose Trail will serve an AONB, it could be expected that visitor numbers will exceed 50,000 once the route is established. Using benchmark figures of £75 spend for overnight stays and £12 for day visitors then a total visitor spend in excess of £3m could be foreseen. To this would be added indirect spend multiplier effects, for which other studies have used a figure of 0.44 giving a total annual economic impact in excess of £4m.

### **3 Route Feasibility**

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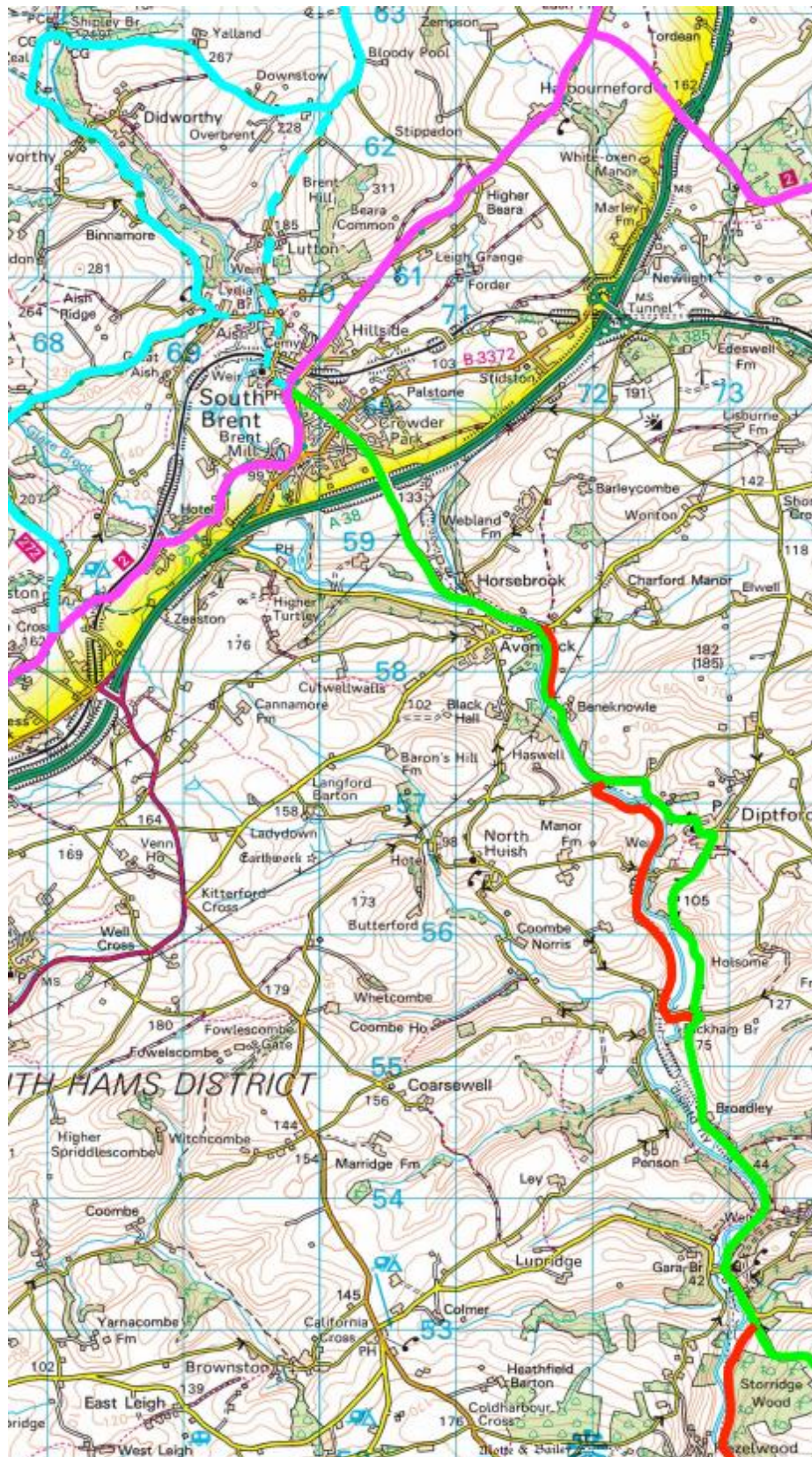
We are indebted to Greenways and Cycleroles Ltd for preparing preliminary proposals for the route from South Brent to Kingsbridge, making use of the disused railway line formerly known as the Primrose Line where practical so to do.

The prospective route makes use of existing paths and bridleways and sections of quiet and level country roads and is feasible in that public rights of way already exist. The Preliminary Proposals have identified 6 sections of the route where new links or sections could be developed to overcome obstacles, avoid steep gradients, take sections off road and generally improve the route to make it accessible to a wider audience.

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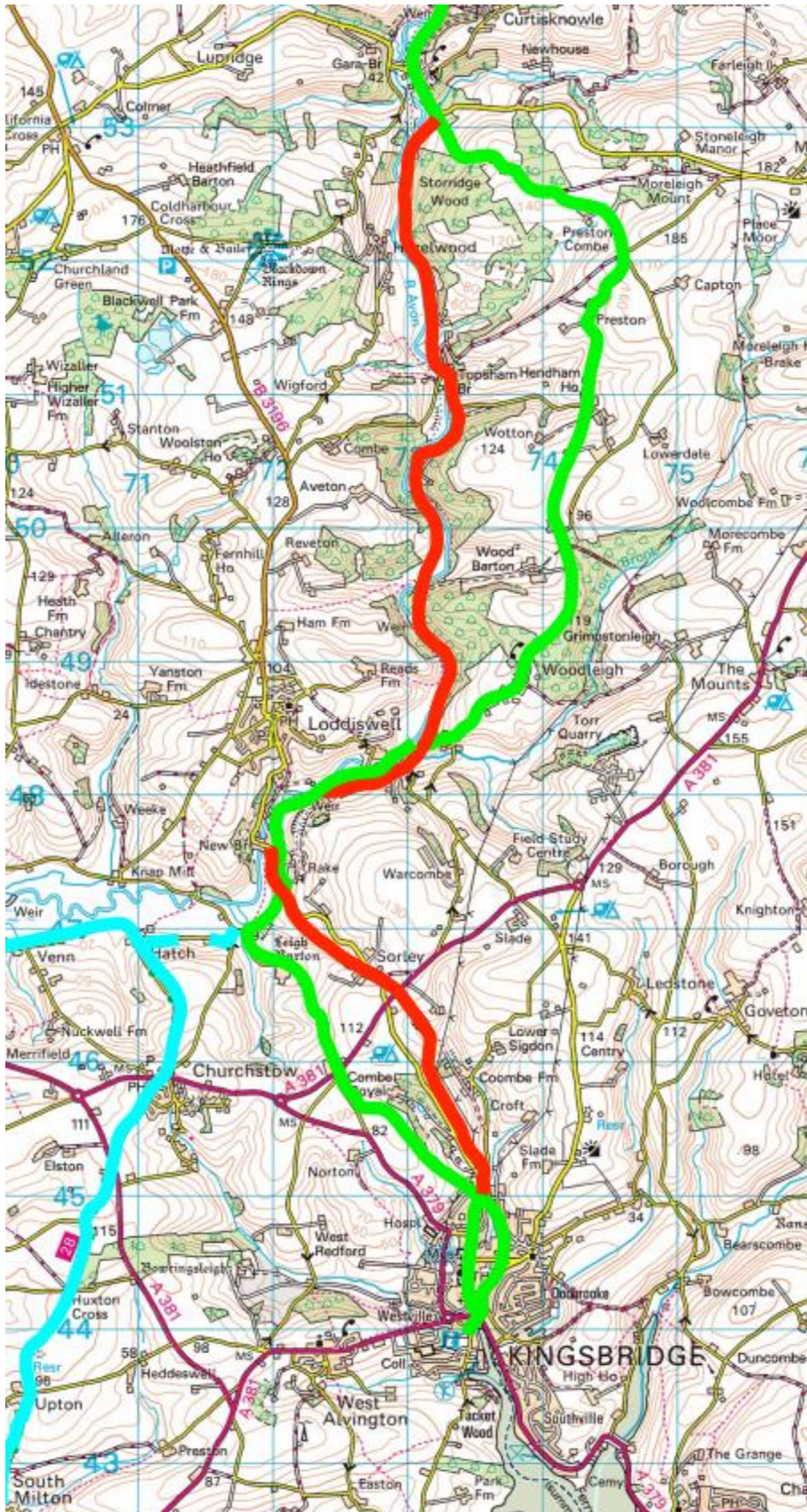
4 Impact Analysis of the North Dorset Trailway 2012.





**Note – Green line for existing public right of way, Red line for private land.**





**Note – Green line for existing public right of way, Red line for private land.**

1. South Brent to Diptford Road. The majority of this section can use existing quiet country roads which are of easy gradient. Between Horsebrook and Diptford Road a 700m section along, or close to, the old railway would provide a safe crossing of the main road passing under its excellent arch. The cutting is partially flooded from blocked drainage, but once cleared would make an attractive resource for the Avon Inn (via a new bridge over the river) at Avonwick as well as linking together lightly trafficked roads.



2. Diptford and Bickham Bridge. The nearby road is a bit up and down here with some sharp gradients. A riverside route, using parts of the old railway would make for much the most attractive way, as well as being a recreation resource for the village.
3. Bickham Bridge to Gara Bridge- 2km Greenways. Over this section walkers are well catered for with a permissive route, broadly connecting to a bridlepath cut through woods on an established ledge to Gara Bridge. In addition, there is another footpath option on the western side of the river through Garaland Copse. For cyclists the best option would probably be to construct a new bridge near the missing railway bridge to link through to the bottom of the hill from California Cross.
4. Gara Bridge to Topsham Bridge – 2kms Greenway. This section is needed to create a route for walkers and to avoid challenging hills. Any agreement would require particular care in the vicinity of Yeo, where a green bridge might be required to ensure the views and privacy of the landowners.





5. Topsham Bridge to Loddiswell Station – 2.3kms. This section is already a popular walk with a well established public footpath along the valley. Much of this runs parallel with the old railway and over these sections most of the walkers are using the trackbed for preference. Such a use would need to be formalised if it was to be followed by cyclists, as well as the detail at the southern end leading to the Woodleigh Road past the privately occupied Loddiswell Station.



6. Loddiswell Station to Kingsbridge. For the initial section to Newmill Bridge an extension of the riverside path to Avon Mill would be a boon to walkers, but cyclists and walkers can travel along Woodleigh Road which is not heavily trafficked.



From Newmill Bridge to Kingsbridge this challenging section can be resolved by the use of existing public rights of way by the River Avon, then quiet public roads from Lower Leigh to Higher Leigh and use the bridleway along Darky Lane into Kingsbridge top of town. (A future alternative might be use of Sorley Tunnel (800m long) running 50m below Sorley Green Cross. The tunnel is in excellent condition.)



In Kingsbridge from Kingsbridge Top the route could be signposted via Northville Park and Cookworthy Road to the main car parks on Quayside and to link with the existing Estuary Trail to Salcombe.

## **4 Promoter, Partners and Consultations**

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### **4.1 Promoter - the Primrose Trail Ltd**

A community steering group was established in early 2018 to take forward the idea of the Primrose Trail. This has been formalised into a not-for-profit Company Limited by Guarantee (already with HMRC charitable status) which in due course will acquire charitable status via the Charity Commission.

The former County Cycleways Officer has been employed as part-time project manager to provide expertise and focus to the Group's work.

The Primrose Trail will work with other local partners to develop and raise funds for the trail and will be responsible for its ongoing maintenance once it is constructed.

## 4.2 Partners and Stakeholders

### 4.2.1 Greenways and Cyclerooutes Ltd

Greenways and Cyclerooutes Ltd is a Community Benefit Society set up to support local groups in realising their particular projects. Greenways provides technical resources and covers all the necessary responsibilities such as entering into Agreements, Public Liability Insurance, and the Planning/ Construction processes. Its engineer, John Grimshaw, was the founder of Sustrans (see below) and has considerable experience of this work, having built many routes including the Plym Valley Trail to Yelverton, and currently a rather similar Wye Valley Greenway from Chepstow to Tintern through a landscape as memorable as is that of the Avon Valley.

Its key personnel are:

- Caroline Levett: Secretary
- John Grimshaw: Engineer
- Ian McDonald: Local Member

### 4.2.2 Sustrans

Sustrans is the charity making it easier for people to walk and cycle.

It comprises engineers and educators, experts and advocates. It connects people and places, creates liveable neighbourhoods, transforms the school run and delivers a happier healthier commute.

Sustrans works in partnership, bringing people together to find the right solutions. It makes the case for walking and cycling by using robust evidence and showing what can be done.

Sustrans has been involved in the Primrose Trail from conception and members of the Group are also Sustrans volunteers.

## 4.3 Consultations

Consultations have been undertaken with:

- Each Parish Council along the route: South Brent PC, North Huish PC, Diptford PC, Woodleigh PM, Loddiswell PC, Churchstow PC and Kingsbridge Town Council;
- Contact and partnerships have been made with relevant organisations including the Ramblers Association, Sustainable South Brent, PL21 Transition Town Initiative, British Horse Society, Woodland Trust, South Hams Society, South Devon Area Outstanding Natural Beauty Partnership, Natural England, South Hams District Council, Dartmoor National Park Authority and Devon County Council.
- Public Consultation has taken place through press releases, website and social media with unanimous support for the principle of development.



- Consultations responses have included:
  - Support from all affected Town and Parish Councils at face to face presentations
  - Written and financial support from District Councillors along the route
  - Written and financial support from County Councillors along the route
  - Written support from the Sarah Wollaston former MP and subsequent support from Anthony Mangnall MP
  - Support and Steering Group membership from South Hams Ramblers
  - In principle support from Devon County Council, but limited financial commitment
  - Formal support from South Devon AONB Partnership with inclusion in their Management Plan Project List
  - Group membership and financial support from the British Horse Society
  - Route inspection and full support from the Woodland Trust
  - Group membership and informal support from Natural England
  - Formal support from the Head of Placemaking at South Hams District Council and the potential for this route and others to form an Active Travel Route Map for South Devon
  - Group membership and active support from Sustrans
  - Informal in principle support from diverse local interest groups such the Rotary Club, amenity Societies and local sports clubs such as runners, cyclists and others.

## 5 Access to Land

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Over the 19 kilometre length detailed in section 3, there are 6 sections where there are opportunities to improve access, level out the route and provide an all-weather surface that together would create the multi-purpose user friendly trail from South Brent to Kingsbridge. Each of the sections would offer a significant improvement over current public roads and open up a fresh section of the trail, but it will need the completion of all 6 to open up the full route.

It should be noted that long sections of the route are existing public rights of way (including the 6<sup>th</sup> section outlined in section 3) and in some cases public bound-surface highway, in which circumstances negotiations will be had with Devon County Council as Highways and Public Rights of Way Authority. Discussions have already been opened in this regard.

In order to establish the remainder of the trail on the principal route following largely the course of the Primrose Railway Line, access through ownership or easement will be required over approximately 30 different land titles on the 19 kilometre length.

The Primrose Trail members have informally approached most of the identified landowners to assess the likelihood of agreements being made and the Group's conclusion is that subject to detailed negotiations, a route can be established.

Details of individual land negotiation are confidential at this time. However Primrose Trail Ltd proposes to acquire land or where this is not possible to negotiate an easement. Agreements with landowners will be made through a standard format and signed on a case by case basis. Legal representation has already been obtained.

As well as using legal representation, the Primrose Trail Group will use the support of Sustrans and Greenways and Cyclerooutes Ltd to apply best practice when obtaining access to land and solution finding.

## **6 Studies and Planning**

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### **6.1 Environment**

The route proposed passes through areas of high landscape and ecological quality. The statutory and non-statutory environmental designations and protections have been identified by the Group at the earliest stage and professional advice sought.

The South Devon AONB Partnership whose core objective is to enable better public access to the AONB countryside, supports the project and the Primrose Trail is listed in its 2020/2021 Management Plan project list. The proposals involve very low-impact changes to the rural landscape, being largely tucked away in the woodland of the Avon Valley.

Several professional ecologists have been consulted on the scheme, and a visual survey of Sorley Tunnel for bats has been carried out. The proposals to bring the corridor into effectively public custodianship, provides an opportunity to conserve and enhance the habitat along the Avon Valley.

Planning, environmental and landscape specialists make up part of the Primrose Trail Group (including three Natural England officers), so it is anticipated that the environmental benefits of the project, not least replacing local car journeys with walking and cycling, will be manifest.

### **6.2 Engineering Considerations**

Greenways and Cyclerooutes Ltd has prepared an initial assessment of the engineering challenges along the route in its preliminary proposal.

Initial indications are that the surviving railway bridges, and in particular the tunnel, required for the route are sound and suitable. Ideally a new bridge would be built to replace a lost railway bridge to the north of Gara Bridge.

Sections would be designed in detail as access for each has been agreed.

## 6.3 Planning permission

Large sections of the Primrose Trail will not require planning permission because they already exist as public rights of way.

Where permission is required, that being sections where operational development (i.e. engineering and construction) are needed, or where there is a change of use of the land from say farmland or forestry to a path, permission will be sought from the Local Planning Authority South Hams District Council (and potentially Dartmoor National Park Authority, although this should not be necessary).

National and Local Plan Policy strongly supports the creation of better sustainable transport links. Furthermore, the emerging Kingsbridge, Churchstow and West Alvington Neighbourhood Plan specifically supports the Primrose Trail in its planning policies. The South Devon AONB planning guidelines also support projects creating better public access to the AONB.

Senior officers and Councillors at South Hams District Council have been regularly updated of progress and have expressed strong informal support for the project. Two local Councillors have kindly provided financial support from their discretionary funds. All Parish and Town Councils have been informed and are supportive.

Where permission is required from South Hams District Council, there is an exceptionally high likelihood of getting approval, with planning policy directly supporting the proposals. It is anticipated that environmental, flood risk, landscaping and highway safety matters will have to be carefully considered by both the Group and Council in detailing the scheme.

Many public rights of way planning applications are determined by County Councils. This is because the applications are made by the County Council to themselves. Devon County Council have been approached regarding the Primrose Trail, but no longer have the resource or enthusiasm to take on such a project or make an application to themselves under 'Regulation 3'. The Primrose Trail Group have instead employed the services of the recently released Devon County Cycleways Officer to advise as consultant project manager.

One member of the Primrose Trail Group is a local chartered planning consultant and former senior planning officer at South Hams District Council. Several other related professionals, including designers and engineers, form part of the Group.

## 7 Future Maintenance

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To ensure the Primrose Trail encourages and sustains a high level of use, it will be essential for it to be well-maintained. During the design and construction stages, elements such as surface type, drainage, planting and fencing will be taken into consideration to help keep the route as low-maintenance as possible.

A team of Primrose Trail volunteers will be assembled, by actively involving as many local community groups as possible throughout the development of the route. These volunteers – along with assistance and support from parish councils and the County Council – will ensure that the Primrose Trail is preserved to a high standard.

Regular inspections of the path will identify what is required to keep the route safe and clear. Encroaching vegetation will be cut back, drains and ditches cleared, path swept, overhanging trees trimmed, and litter picked.

An ongoing fundraising initiative will allow adequate funds to be in place to help maintain the Primrose Trail into the future.

## 8 Costs and Budget

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Graham Cornish, Primrose Trail Ltd project manager, and Greenways and Cycleroutes Ltd have considerable experience in multi-use paths and the types of construction and associated costs likely to be involved.

Initial calculations have been made using benchmark projects completed by Greenways and Cycleroutes Ltd and Sustrans. This has been cross checked with (i) a 2017 Report for the Department of Transport providing generic budget costing document for cycleroutes and (ii) other cycle route feasibility studies which have had input from quantity surveyors or engineering consultants on their costings. Together these indicate an indicative average cost of £200,000 per kilometre of trail. With a distance of 14km to complete the 6 sections and 19km in total, this results in an overall estimated cost of £2.8 million. Some sections of the route will be lower cost where the route is taking advantage of existing paved sections, some will be more expensive where ramps or bridges will be required; it is believed that the average used is a good representation of the overall costs.

Breaking this down by the 6 stages identified in section 3 a breakdown of the cost by stage would be:

Stage	Approx Length in kms		Indicative Cost
1	4.7	South Brent to Diptford	900,000
2	2.0	Diptford and Bickham Bridge	300,000
3	1.6	Bickham Bridge to Gara Bridge	400,000
4	2.0	Gara Bridge to Topsham Bridge	500,000
5	2.3	Topsham Bridge to Loddiswell Station	400,000
6	6.4	Loddiswell Station to Kingsbridge	300,000 (or 800,000 via Sorley Tunnel)
	19.0		2,800,000

Sections would be designed and costed in detail as access for each has been finalised.

## 9 Implementation Plan

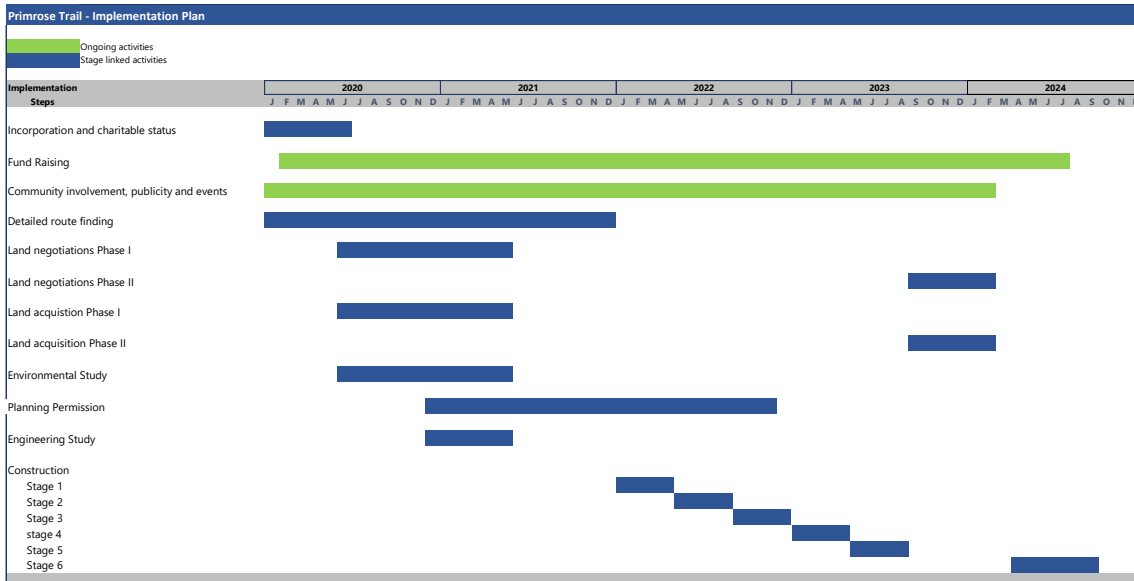
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The following major steps are needed to develop the Trail:

- Incorporation and Charitable status
- Community involvement and engagement
- Fundraising
- Land and access acquisition
- Environmental Study:
  - Scoping the Work
  - Procurement of consultants
  - Study execution
- Detailed Engineering Study:
  - Scoping the Work
  - Procurement of consultants
  - Study execution
- Planning Permission:
  - Scoping the Work
  - Procurement of Planning Consultants
  - Planning preparation and submission

- Construction – stage by stage
  - Scoping the Work
  - Procurement of Contractors
  - Works execution
- Fund Raising

It is envisaged that construction will be undertaken in several phases corresponding approximately to the stages outlined in section 3.



## 9.1 Project Management

The Group proposes to employ Graham Cornish as a part-time project manager, to bring his considerable experience to bear and to help organise and channel the Group’s enthusiasm in the most productive directions.

His CV is as follows: Graham Cornish was employed from 1996 to 2018 as project manager for the National Cycle Network in Devon, with the aim of making Devon one of the best areas in the country for off road cycling. He set about converting the disused railway network in this hilly county with spectacular results. Key achievements include extensions to the Tarka Trail (including through an active quarry), the Granite Way (through a live shooting range), Drake’s Trail including Gem Bridge and the completion of the infamous ‘Bickleigh Gap’. Gem Bridge, a new 200m viaduct, has been described as ‘the crowning achievement of the National Cycle Network’. Other projects include Kingsteignton to Newton Abbot which runs through Newton Abbot racecourse, Graham raised over £16 million for cycling and set up a partnership with Cornwall, Devon, Dorset, Normandy and Brittany to develop cross channel cycle routes. It is now possible to cycle from Ilfracombe to Spain on a promoted route.



## 10 Funding Sources

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The funding for the Trail will be procured from a number of sources which have differing levels of applicability at different stages of the implementation:

- a) Individual donations
- b) Local corporate sponsors
- c) Large Corporate sponsors
- d) Local charitable trusts
- e) National charitable trusts
- f) Subject specific grant bodies: - Heritage Lottery Fund, Natural England, etc
- g) Sport specific grant bodies: - Places to Ride Fund
- h) General national grant bodies: - Lottery Fund, etc
- i) Private benefactors: - other feasibility study have observed that the scope for private benefactors or sponsors is generally under-rated. There is scope for this avenue given the number of high net worth individuals in the South Hams;
- j) Local authorities: - Devon County Council and South Hams District Council, particularly community, transport and health related funds.

The table below sets out the individual Implementation steps that require funding and the funding sources that will be targeted for each step.

*Table: Sources of funding for individual steps in the Implementation process*

Implementation Step	Funding Sources
Incorporation and Charitable Status	(a)
Land and Access Acquisition	(a), (d)
Environmental Study	(a), (d)
Detailed Engineering Study	(d), (b), (c), (f), (g), (j)
Planning Permission	(a), (d)
Construction	(h), (i), (j)