Outline of Project

The traffic on the road through the two villages has isolated them to the extent that it is not easy or safe to walk or cycle out of the villages. The traffic is just too fast and too heavy for this to any longer be a reasonable or attractive option.

In order to overcome this situation Weston-in-Gordano Parish has decided to promote this project to put in place a really high quality route, not dissimilar to the popular Flax Bourton path, linking their village to both Clevedon, Weston and Portishead. The former railway might have been a useful basis for such a route but since its abandonment in 1946 it has thoroughly been incorporated into the adjacent farms and is no longer generally available. Instead the Project Group is hoping to win the support of landowners to follow an alignment along field boundaries and other convenient links, so as to ensure the minimum of inconvenience to their current activities.

These routes have been prepared for discussion with the landowners along the route. They set down practical details of how a good path for pedestrians and cyclists could be built, and how landowners' interests can be protected and enhanced.

The objective is to provide a good quality, well surfaced route, separate from the heavily trafficked main road, which is as attractive as possible and continuous throughout its length.

The proposals here follow the roadside field edge in order to minimise disruption to farming operations, existing roadside footways (where these can be widened), other opportunities further from the road, and tackle the continuation of the route from Clevedon School to the town centre and Pier, and from Gordano School to the town centre and new developments in Portishead.

Following ongoing discussion with landowners and interested parties, these notes will be continuously revised, until we have found a satisfactory route and construction can be put in hand.
A Clevedon and Portishead Route for walkers, cyclists and equestrians

Map 1 showing some key points on the overall route from Clevedon to Gordano School in Portishead – 6 miles

1. Follow quiet residential roads and cut through from the Triangle, partly on line of original railway.
2. Link up to existing toucan crossing of main road to All Saints Lane.
3. Existing light controlled crossing is suitable for shared use.
4. Valley Road is the course of the former railway and its rough surface could be improved.
5. A path could be fitted in at the back of the school parking and fenced separately along the school boundary to Holly Lane and the end of the playing fields.
6. Make a new path just inside the hedge line along the north side of the main road. Fence this off securely against livestock.
7. Traffic calm and create space much as has already been done in Weston-in-Gordano.
8. Over this section run along the field edge south of the road, removing the hedge to make space for the path.
9. Work with the Avon Wildlife Trust to make a route along the hedge line and partly along the line of the old railway to emerge at the pub car park.
10. For the time being at least follow through the village where advisory cycle lanes could be used to provide a safer place for family cyclists.
11. Once past the village move into the field verge as soon as possible for a much more attractive path on the sunny side of the hedge away from traffic.
12. Cross the road again via a central island. Follow the field along the boundary of the quarry where there are some interesting details to pick up.
13. If possible fence across the field direct to Underwood Road. Any fencing would require a farm access crossing unless this upper part of the field was to be planted as an extension of the woodland.
14. Follow minor roads through to rejoin the Clevedon Road and then widen the footway for a route past Gordano School.
15. Alternatively stay on the south side of the road and fashion a route along the side of the allotments to emerge opposite the school.
16. Move the school boundary back by 3m to provide space for a wide shared use path.
17. Work on route on road to town centre.
A Clevedon and Portishead Route for walkers, cyclists and equestrians

Map 2 The Core Cycling Routes to Clevedon School

This map summarises the opportunities of linking most parts of Clevedon to Clevedon School. Even the longest journey is less than 2 miles and it should be possible for a large majority of the school’s pupils to find cycling to school the easiest and best way to travel there. The key element for creating satisfactory routes is to bypass the busy and congested Old Street by linking into either end of Teignmouth Road – a route which runs along the original line of the railway to Portishead.

Some salient points are highlighted as follows:

1. Victoria Road provides the most easily graded way through from the Pier.
2. A short length of Old Church Street is one way and a contraflow lane is needed to take cyclists westwards.
3. A route through the Triangle needs to be defined.
4. Similarly a route past Morrisons is needed to connect to the crossing over Great Western Road.
5. Existing greenway routes.
6. Sea front route to Kings Weston and Weston-Super-Mare.
7. Formalise link to Teignmouth Road, and make up road crossing at the Triangle to provide connectivity.
8. Formalise link to Summerlin Drove.
9. Existing toucan crossing to All Saints Lane.
10. Existing route from south of town.
11. Surface unmade road (this is also along line of Portishead Railway).
13. Planned route to Portishead along the edge of the school playing fields.
A Clevedon and Portishead Route for walkers, cyclists and equestrians

Map 3 Portishead: The Core Cycling Routes to Gordano School

This map shows the elements of the cycling routes to Gordano School. Few people live more than 1½ miles from the school and, from the level parts of the town at least, most pupils should be able to find cycling to be the most easy and quick way to reach the school. The key to unlocking these opportunities is to so calm the traffic in the High Street that cyclists of all levels of competences feel comfortable there. This is necessary because there are no ready opportunities for bypassing this direct route.

The following notes cover the salient points along the way:

1. Gordano School. Here a good route can be achieved by setting back the school fence some 3m to allow for a wide shared path beside the main road.

2. Short length of existing wide shared use route along section of one-way road.

3. It would be most desirable to widen this footway at least as far as Brampton Way.

4. The High Street is busy. Plans to introduce traffic calming and street management should ensure that the environment is much enhanced for cyclists through here.

5. Existing cycling routes – the crossing of the cul-de-sac at Heron Gardens should be made a raised crossing, and all the unnecessary and inconvenient barriers removed.

6. This riverside path is the most direct way to the Harbourside developments and should perhaps be made up with a sealed surface. This may be the desired route to Portishead Station.

7. Existing route to Pill and Bristol follows the old road.

8. Planned route to Clevedon.

9. This is possibly the easiest route to the Lido even though it has to climb up Cabstand.

10. The Harbourside route is attractive even if it is rather narrow and congested at times.

11. The location of Portishead Station still has to be agreed, but once this is done then walking and cycling routes to the station should be direct, well defined and given a high priority so as to minimise the numbers of passengers coming by car.
A Clevedon and Portishead Route for walkers, cyclists and equestrians

Map 4a  Clevedon Town Centre to Clevedon School, Section One

The Gordano Greenway Project is principally focussed on creating a high quality link from Clevedon to Portishead. Its starting point could be the Pier, or the Town Centre, or Clevedon School. These detailed maps cover the Core Route from the Town Centre to the School because this is such an important link for the local community.

1. The key component of this route is to formalise the use of this existing path for cyclist. There is scope to widen it by setting back its fences through negotiation. This provides the connection to Teignmouth Road and a direct route bypassing the traffic on Old Street.
2. A clearly defined crossing of Kenn Road is required.
3. The Triangle provides the link from the west. It should be possible to allow informal cycling routes through the area, even on Market days although cyclists should be asked to take particular care a busy times.
4. A short length of contraflow working on Old Church Road would allow cyclists to go westwards to reach the Pier via Victoria Road.
5. A defined route is also needed through the Morrisons area in front of the store so as to reach the existing crossing over Great Western Road.
6. Link in with existing paths and greenway routes.
7. A shared use path to Churchill Avenue would be very useful to the network of residential roads in that area.
1. This cut through to Teignmouth Road is a very valuable link which should be opened up to shared use. It was approximately on the line of the former Weston, Clevedon and Portishead Railway. It might be worth negotiating to acquire a little more width on one side or the other.

2. Teignmouth Road is only lightly trafficked. But it could be enhanced by avenue tree planting.

3. Another convenient cut through links to Sumerlin Drive which again would benefit from tree planting.

4. This joins the existing cycle track although a more attractive link could be fashioned out of the last cul-de-sac, which would then lead to a short section of path along the corridor of the Blind Yeo river.

5. The section of path crossing the river culvert could be rearranged to advantage to give a shared use path with the crash barrier set nearer the road. The path should then veer off to the west to line up with the existing link path to Daniel Close.

6. It would be more attractive to use this link to Daniel Close, than continue beside the road, and this would be the opportunity of making a direct link into the Council Office’s ground which would be very convenient for local people.

7. Make a link to the existing toucan and cross Tickenham Road to All Saints Lane which is an attractive quiet road.
A Clevedon and Portishead Route for walkers, cyclists and equestrians

Map 4c Clevedon Town Centre to Clevedon School, Section One

1. Allow shared use of the existing crossing to Valley Road.
2. Valley Road is built alongside the former railway. It is unadopted and ideally a smooth strip would be provided for walkers and cyclists.
3. The link to the school is congested and it might be possible to widen the footway on one side at the expense of narrowing the one or the other.
4. In the longer term the route to Walton and Weston would pass behind the car park and along the edge of the playing fields at least as far as Holly Lane - Section 2 of the Gordano Greenway.
A Clevedon and Portishead Route for walkers, cyclists and equestrians

Map 5a  Clevedon School, Walton-in-Gordano & Weston-in-Gordano, Section Two

This Clevedon School section is a key component of the overall Clevedon and Portishead Greenway Route. It is not possible to devise a route along the side of the main road in this area and this arrangement proposed along the boundary of the school fields seems to be the only practical way through.

1. A good route from the centre of Clevedon can be devised via Teignmouth Road, All Saints Lane and the existing light controlled crossing of Walton Road to reach Valley Road. This runs along the side of the former Weston, Clevedon and Portishead Railway, as does the first part of the route through the school, all of which gives an opportunity for the school to develop some mementos to the historic railway.

2. The school gates can be rearranged as shown in the montage so as to give a 2m entrance to the proposed Greenway to the right of the gate.

3. The narrow strip behind the car park area can be widened to 3m with only a small loss of car parking space (approximately 3 cars). The sketch shows the proposed path, together with a 1.5m high green mesh fence to completely separate the public from the school grounds.

4. The line of the path could be much improved if a small triangular corner of the adjacent garden was acquired – 4m x 4m. If not the route will need to be eased around the corner.

5. Pass through the recently cleared space behind the gravelled car park. Agree the exact line of the fence on site aiming for a minimum width for path and verge of 4m. Plant line of trees along the fence line with a view to seeing an avenue develop. It would probably be best if these were on the school side of the fence so as to minimise casual damage.

6. Make short link path with locked gate 1.2m wide for students’ access.

7. Ramp up here removing the two tree stumps but continue to plant trees along line of fence.

8. Over this section the dividing fence needs to leave space for school maintenance vehicles to run up along the side of the playing field fence. Remove one sickly poplar tree.

9. Run in front of the first tree and behind the second as shown in the montages.

10. The fence to be positioned 2m behind the back line of the rugby pitch.

11. Plant up any little extra space with trees or allow the path to meander away from the fence a little so as to create a more relaxed route.

12. Create layby, 30m long, for school drop off point.

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9 - Looking towards school entrance. Fence set 4m from top of bank

2 - Showing gate shifted to the left to make use of “spare” panel

5 - View approaching car park

2 - Showing path at back of entrance car park

1.5 metre fence

3 metre path

4 - With new diversion on Tea Gardens Road

2.5 metre path

1.5 metre fence

9 - Looking towards school entrance

9 - Looking towards school entrance

10 - Path past rugby pitch with 1.5m high security fencing

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A Clevedon and Portishead Route for walkers, cyclists and equestrians

1. The path to dip back to the north for a convenient crossing point of the main road, by zebra crossing or raised pavement. Place a 1.2m wide locked gate in the fence near this point in case the students need access to the path for the safe crossing of the road.

2. Use these larger spaces to plant a small copse of trees.

3. Over this playing field a less intrusive fence will be appropriate. We suggest timber post and rail with 7 strand sheep netting below in order to prevent dogs straying onto the path.

4. The Miles Estate have a right of access here so a removable section of the boundary fence is required. This is also the narrowest point of the margin between hedge and marked out playing field. We understand that these markings could be reviewed so as to give a 2m space between fence and edge of the pitch.

5. The path continues through the hedge at the playing field boundary. If it can stay on this north side of the hedge then it will give a convenient route for residents of Walton-in-Gordano to reach Clevedon School.
A Clevedon and Portishead Route for walkers, cyclists and equestrians

Map 5c  Clevedon School, Walton-in-Gordano & Weston-in-Gordano, Section Two

1. Continue along the field edge, cutting through this boundary hedge. There is no space beside the main road.

2. This section might benefit from placing an avenue of trees, to reflect the glorious trees on the far side of the field, and to emphasise the approach to the village.

2a. There are some sections of wide verge on this south side of the road, but they are not continuous, and Walton residents would have to cross the main road – twice – on their way to school if the route were to follow this way.

3. Again, consider the detail of this field access gate.

4. The details of the arrangement through the village will aim to calm the traffic speeds and to create space for pedestrians and cyclists to come through. The scheme could pick up the best components of the Weston scheme and use paint and kerbs to visually narrow the space. At this stage we visualise build outs at each end of the village requiring traffic entering to give way to exiting traffic, removal of the central white line which has the effect of reducing speed, and adding advisory cycle lanes in order that traffic is aware of the presence of cyclists. Pedestrians should stay on the north side footway all through, and pass the Village shop.

5. It might be possible for a permissive footpath route to follow the Manor Drive, so as to reach the church, or alternatively a footpath link in the adjacent field edge.

6. This first field has a boundary wall and the path would need to be just to the south of this and fenced off from the field.
**A Clevedon and Portishead Route for walkers, cyclists and equestrians**

Options for arrangement of path along the fields east of Walton-in-Gordano, and similarly east of Weston-in-Gordano

This is a difficult section because the most practical route, and the one which is least problematic for the two farmers along this section, is to go adjacent to the road. Because the ground falls away down the hillside the first 4m or so of verge and embankment is part of the support of the highway and cannot be reduced. At the foot of this slope there is mostly a hedge. The only practical options are:

i. To construct a path in the field, leaving the hedge as a needed buffer against traffic noise and impact.

ii. Remove the hedge and construct a path largely on the ground occupied by the hedge but with a narrow strip of land taken to make up the necessary width. This path would be fenced on the field side and planting put on the road bank to shield traffic noise.

iii. As with (ii.) above but a hedge planted on the path edge in which case a further 1.5m of land would be required.

Option (i.) would be the most attractive in that it gives the greatest buffer against the road even though this falls considerably short of the 10m of width required by Dutch guidelines for roads of this traffic density and speed. For this reason a path immediately adjacent to the road could not be recommended because it would be such an unpleasant place to be, that few people would use it and all the investment would be worthless. This will particularly be the case for pedestrians who want a pleasant place to walk out.
A Clevedon and Portishead Route for walkers, cyclists and equestrians

Map 5d  Clevedon School, Walton-in-Gordano & Weston-in-Gordano, Section Two

1. Continue all along this field edge, as shown in the section. The verge between the road and hedge varies in width and, on account of its cross fall, does not offer the chance of a continuous practical route. The sheet of details shows how this verge varies.

2. Detail this farm access gate area carefully.

3. Continue along this field edge to the end of the Estate.

4. Join the footpath/track down the east side of the boundary hedge.
A Clevedon and Portishead Route for walkers, cyclists and equestrians

Map 5e  Clevedon School, Walton-in-Gordano & Weston-in-Gordano, Section Two

1. The path follows the field edge and is fenced from the field.
2. Rearrange gates so as to allow farm movement from the field to the levels as shown in the detailed sketch on the next page.
3. Join the line of the Clevedon and Portishead Railway. Fence this corridor off from the levels.
4. Go centrally through this small triangular area between the hedge and the railway. Trim back the hedge and its suckers and plant the line of the railway to hedge against the field.
5. Continue along field edge as shown in the details. Plant native trees along the new hedge line.
6. Provide farm crossing gates to close off path whilst stock are moving through to the levels.
7. Cut through the hedge.
8. Follow the line of the existing path past the bottom of the field strip inside the existing fence lines.
9. Take the path diagonally across this field with the possibility that the Wildlife Trust may decide to extend their orchards here. Gating and fencing arrangements will depend upon the use of the land.
10. This may be a good opportunity for the Weston-Clevedon and Portishead Railway Group to construct a small replica “station” which could function as a shelter overlooking the fields and the levels. An alternative location might be on the railway alignment at the western end of the reserve – point 3.
11. The route would follow the line of the railway formation across this private drive.
12. Continue along boundary, fencing path off from grazing land with appropriate gating for livestock.
13. Turn up the east side of the edge.
14. Plant further hedging to reinforce the boundary against these three houses without obstructing their own views.
15. Join the White Hart Car Park for parking, and when reopened, refreshments. If the surface of the car park is renewed then a defined passage could be painted down the centre of the parking area. At pub opening times it’s likely that many path users will stop off here.
A Clevedon and Portishead Route for walkers, cyclists and equestrians

Options for arrangement of path on Wildlife Trust land

This page shows the key details and arrangements for the route across the Weston Reserve. This will be a most attractive section of the Gordano Greenway and a central relief to the road wide sections at either end. The route is to be developed to complement the other activities and plans on the reserve as well as to give the general public the chance to view the different aspects of landscape and wildlife here. The lengths of new hedging, the suggested hedgerow trees, and the proposed orchard area, are all designed to add to wildlife and landscape strategy for the site, and to act as a compensation for hedges removed elsewhere along the route.

The proposals for a replica railway “station” and length of track have been proposed by the Weston-Clevedon and Portishead Railway Society to remind passers-by of the railway heritage along the route. The “station” building is not located at its original site but positioned to offer visitors a good shelter looking out over the levels.

A View looking up the western boundary towards the main road with the proposed path set within a green hedged lane

C View of proposed path looking east from SW corner of wildlife site

B Sketch plan of arrangement of farm gates at SW corner of wildlife site

D Option for replica station and length of Clevedon & Portishead Railway acting as a shelter overlooking marshes

E Preferred arrangement of railway option in south west corner

Fence off small corner of field for station

New locked gate to marshes with wicket gate for public footpath

4m concrete farm crossing

Hedge cut back so as to allow 4m farm gate at convenient angle

New field fence just to the north of the remains of the old railway hedge

2.3m 2.5m 0.5-1.0m

Re-creation of original railway track

Hedge

Gravelled area

Timber shelter

Gravelled area

Timber shelter

Cycleway

To Weston-in-Gordano

To main road

New locked gate to marshes with wicket gate for public footpath

New field fence just to the north of the remains of the old railway hedge

2.5m wide path over open ground

New field fence

Remains of railway embankment

Small “station” as in the detail

10m long section of gravel “platform” 2m wide

20m long section of rail on the original embankment

2m wide timber boardwalk

2m wide timber boardwalk

View over marshes

View over marshes

Cycleway
A Clevedon and Portishead Route for walkers, cyclists and equestrians

Options for arrangement of path on Wildlife Trust land

**F** View back along unused triangle of land
- Cut back suckers and trim hedge to create wide grass verge
- New planting to complete hedge
- Verge width varies
- 2.5m wide path laid 100mm above general ground level

**G** Sketch plan showing farm access to the Levels
- New hedge and fencing if required
- Two no. 4 metre wide gates set so as to close off path when cattle driven through
- Verge width varies
- To Weston-in-Gordano
- To marshes
- Two 2.5m wide paths

**H** View looking east from farm crossing
- Note fence line to be determined and if required new fence to be erected on field side of hedge
- New hedge if required
- Hedge cut back to make space
- 2.5m wide path

**J** View looking east from Church Lane
- Fence and hedge the line of the path so public do not overlook housing
- Rearrange gates to suit farm management

**K** View from below White Hart
- Fence field off but do not hedge so as to maintain views
- Reinforce hedge on this side to ensure privacy
- Connect into White Hart car park
- Hedge with holly if neighbours require
1. For the time being at least, the route follows through Weston on the existing roads which have been carefully traffic calmed to slow vehicle speeds and provide space for local people.
2. Provide right turning space for cyclists travelling towards Portishead.
3. Construct raised pavement crossings across garage forecourt entrance in order to provide continuity and space for walkers and cyclists.
4. The boundary in front of Weston House Farm was set back some years ago and so there is sufficient space for a good path, separated from the road by a grass verge.
5. At the end of the orchard, ramp down into the field edge. Move the village entry sign and 30mph sign to this point.
6. Run along the boundary of the field as shown in the sketch section. This situation is similar to that west of Weston-in-Gordano shown on page 5c. Fence the path from livestock and plant fruit trees to make avenue extension to orchard.
7. It would be possible to set the gate back into the field in order to give space for a tractor and trailer to turn off the road.
8. Continue along the field edge. This south facing slope will catch the sun and minimise the problem of ice in the winter. The remaining hedge will provide a degree of buffer against the traffic.
9. Cut through these field boundary hedges.
10. Indent the path here so as to allow for traffic to turn off the road. Include a feature marking the tramway to the quarry here.
11. Ramp down the edge of the field to reach the roadway level.
1. There is a short section of narrow footway opposite these two houses. Try to gain width by a combination of easing out the kerb and providing a boundary wall to shield the houses from traffic noise in return for the width of their hedge.

2. There is a good width here in the remains of the old road.

3. The existing footway can be widened to make a 2.5m wide path, suitable for shared use. This need to be set back from the road so as to allow for a grass verge, or even better the field side of the hedge.

4. The path needs to be continued across the entrance to the allotments and the stone lay-by removed. Just in front of the farm, it may be necessary to cut back the hedge or to replant it, to allow the path to continue. (Over this section the existing footpath has switched to the north side of the road).

5. To reach George Street might be possible by narrowing Clevedon Road over this section to deliver a 2.5m wide shared path. This could be continued with some difficulty.

6. Construct a path along this field edge. Note that the opposite side of the field was the line of the former railway which might form yet another possible route.

6a. An option along the south side of the allotments to join the railway route.

7. Negotiate to join George Street here. The original access to this field and the old sewage works remain as a wide space in the house’s frontage. Provide a careful space and planting to protect the privacy of the end house.

8. Follow the road through.

It would though be better to piece together this route running south of the cemetery, first by following the field access track here, or by negotiating down the field edge.

A Clevedon and Portishead Route for walkers, cyclists and equestrians

Map 6b  Weston-in-Gordano to Portishead, Section Three

Map 6b Weston-in-Gordano to Portishead, Section Three

a. A crossing at this point would need to be carefully arranged, either by a toucan set of lights or by road widening to allow a substantial central island, in order that the public can cross the road in two stages, similar to the example shown on page 19, from the Westerleigh Road in South Gloucestershire.

b. Follow the existing path, which rises gradually, up the hill on the line of the former quarry siding. This makes for a most interesting route and gives the opportunity for the public to appreciate the old quarry.

c. The difficulty of this route is the necessity of negotiating to cross this field on the level contour to meet the cul-de-sac opposite. This would not be convenient for the farmer unless the upper triangle was planted separately, perhaps as a fruit orchard. Alternatively follow the line of the footpath which crosses higher up the field.

d. There is a field gate at the end of this cul-de-sac, or continue along field edge to join road at playground.
A Clevedon and Portishead Route for walkers, cyclists and equestrians

Map 6c  Preliminary proposals for Weston-in-Gordano to Portishead, Section Three

1. Define a path along the edge of the playing area.
2. Use the allotment access road. This would have to be carefully fenced off from the allotments with gates as necessary. An alternative would be to negotiate along the field edge.
3. Provide a crossing of the road to give access to the Gordano school side. This could be a zebra or toucan type.
4. The existing footway is almost wide enough, if a little bleak.
5. Reposition the school fence to allow a 3m wide path along this narrow area, or maybe even 4m on the approach to the school entrance.
6. Provide a raised crossing across the school entrance to define the route at this key location.
7. Again reposition the school fence to allow the public to enjoy this space and the path to move away from the road.
8. Exemplary raised zebra crossing leads to wide footway taken from road space. Follow High Street to town centre.
9. Another option would be to follow the field edge and then remain on the south side of the road and take the path into the Portishead Show ground. This would have the advantage of this open space being used outside the show period.
10. Link path along edge of grounds as start of route to Clapton, via edge of playing fields.

Alternative route via Black Rock Quarry

e. Underwood Road is almost level and makes for a good route.
f. Weston Wood Road drops gently down the hill to join the Clevedon Road, which has been climbing. Weston Wood Road would benefit from avenue tree planting as befits its name.
g. Pavement widening along this section, as far as opposite the school grounds, would require careful negotiation to set the boundary back and construct new boundary walls, as well as widening the kerb into the road.
A Clevedon and Portishead Route for walkers, cyclists and equestrians
Options for arrangement of path from Weston-in-Gordano to Portishead, Section Three: general details

The suggestions shown here are inevitably subject to further discussion and can only be taken as indicative of what is required to make a high quality greenway route over this section.

View of road between Walton-in-Gordano and wildlife site

Island road crossing: B4465 Westerleigh Rd, South Glos

View of typical path in Portishead, by crossing of Wyndham Quay

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Gordano Greenway Project Photos from Clevedon Town Centre to Clevedon School section

- Teignmouth Road to Kenn Road
- Teignmouth Road with adjacent green space
- Link from Sumerlin Drive
- Split path across Land Yeo by Northern Way
- Link Path to Daniel Close
- Crossing Walton Road to Valley road
- Valley Road looking towards the School with the route of the former railway in the dip to the right
- School Car Park to be remarked so as to allow the path through on the boundary by the fence

The space behind the playing fields which could accommodate the main path
Gordano Greenway Project

Photos from The Clevedon School, Walton-in-Gordano & Weston-in-Gordano Section

Looking towards the School along the line of the proposed path which would be fenced off from the playing fields

Looking along the edge of the field back towards the school along the line of the proposed path

Entering Walton looking towards Crossways

Similar view in Weston showing the treatment of the road

Leaving Walton where space needs to be gained so as to reach the open field edge in the distance

The field edge south of the main road

The former railway looking towards the White Hart
Gordano Greenway Project Photos from Weston-in-Gordano to Portishead section

1. Through Weston showing the road markings
2. The existing path can be widened
3. Near the School entrance showing the space which could be used if the fence were to be relocated
4. Crossing St Mary’s Road with wide pavement beyond
5. The wide verge in front of Weston House Farm
6. The playing ground looking towards the entrance gate halfway along the hedge
7. The wide verge opposite the orchard looking back towards Weston. The village entrance gate will need to be moved to the start of the vergeside path
8. The wide verge in front of Weston House Farm
9. At the quarry cottages the pavement needs widening by a combination of narrowing the road and providing a new solid boundary wall for the houses
10. The track beside the allotments which would be used for the route provided it was fenced off
11. The wide path beside the school boundary. A crossing would be needed at this point