



Curry Rivel Parish Council

Active Travel Links

Key Priorities

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I Introduction

This document sets out a high level summary of Curry Rivel Parish Council's (CRPC) key aspirations for improving pedestrian and cyclist amenity within the village, and between the village and the neighbouring settlements.

The CRPC have considered and approved the measures set out within this summary note and will use this document as the starting point for discussions around the prioritisation of measures as and when funding opportunities arise. It is expected that the measures within this document will be funded and delivered through a combination of local fund raising, grant funding, Local Authority Active Travel Funding and developer contributions.

I.1 Background

In 2021 CRPC set up a Working Group consisting of members of the Parish Council and others within the community in order to consider how a high quality, inclusive, multi-user, active travel route could be delivered between Curry Rivel and key destinations within Langport and Huish Episcopi.

The Working Group appointed PJA to support their work through the production of a feasibility study considering how their aspirations for improved active travel connectivity throughout the village, and between Curry Rivel and the neighbouring settlements of Langport and Huish Episcopi could be achieved.

The initial feasibility report was issued in November 2021, and was approved by the Parish Council.

Subsequently CRPC have used the feasibility study to support their discussions with Somerset Council regarding the prioritisation of funding for highway improvements within Curry Rivel.

This document has been produced to set out the preferred list of measures which CRPS and the community wish to see delivered in the near term.

I.2 Curry Rivel, South Somerset

Curry Rivel is a village and civil parish in South Somerset, sitting on the A378 between Taunton and Langport. The parish has a resident population of around 2,200 people.

The village primarily has a ribbon formation along the A378, although recent development has included developments adjacent to the A378 built around cul-de-sacs.

The village has a primary school, a village hall, two churches, a small number of shops and small businesses including two convenience stores and a post office, and several public houses. These facilities are generally located near one another in the centre of the village.

However, many of the services and facilities needed and used by residents are found in the neighbouring town of Langport and the village of Huish Episcopi to the east. These include the local comprehensive school, the leisure centre, health centre and supermarket.

I.3 Document Structure

This document provides an overview of the measures within the village and on the preferred route between Curry Rivel and Langport.

Within the village, the proposed interventions have been split across three areas of the village: the western end, the eastern end and the centre of the village. Some measures span across more than one area or rely upon the delivery of complimentary measures in another part of the village, these can be seen in Section 2 of this document.

Between Curry Rivel and the western edge of Langport, the various interventions required to deliver a suitable route have been split into two areas, these can be seen in Section 3 of this document.



2 Measures within Curry Rivel

The plans on the following pages set out the key interventions which are needed to enable most people to move around the village safely on foot or by bike. The measures will also make it easier for people who rely upon a wheelchair or mobility scooter, and people with young children in prams and pushchairs. The plans have been split into east, central and west, so the preferred options can be shown on the same map.

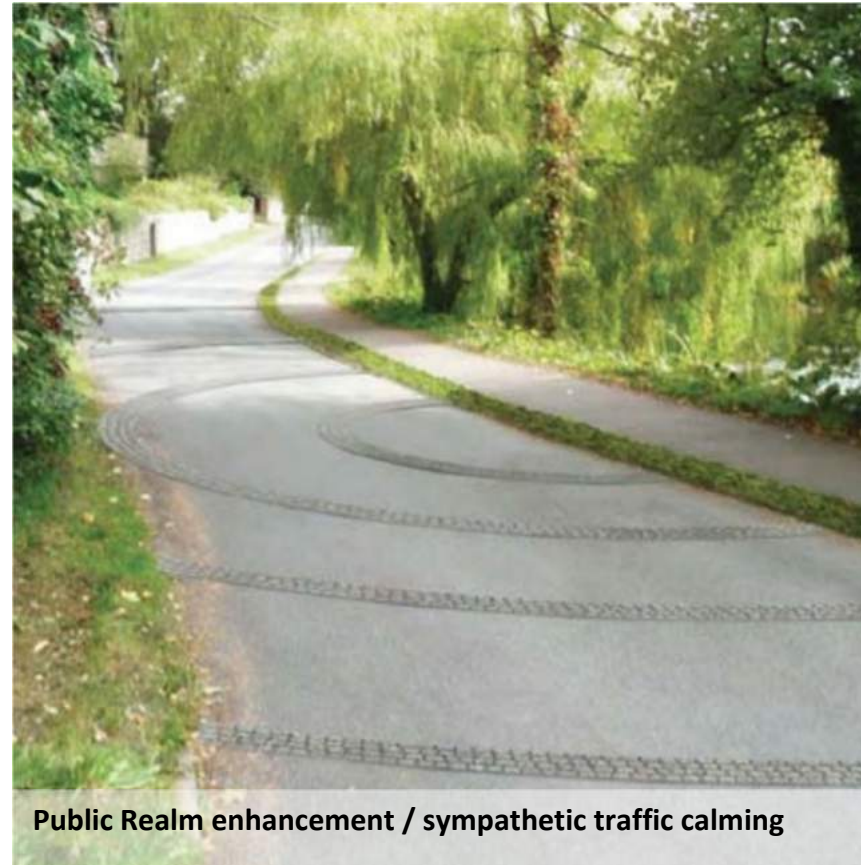
It is intended that the measure highlighted on these plans are delivered to a high standard in accordance with current design guidance around active travel and inclusivity. The measures should be designed and delivered to be useable year round in all weathers.

Without significant reductions in the level of traffic on the A378 it is unlikely that conditions along the A378 can be improved to a level whereby most people would feel comfortable cycling, even with the reduction of the speed limit to 20mph.

The measures proposed on the following pages include new active travel connections parallel to the A378, lower speed limits, improved footways and crossings, prohibition of motor vehicles on some routes and a range of measures which could collectively be grouped as traffic in villages interventions.

Traffic in villages is a document produced by Hamilton Baillie Associates on behalf of Dorset Area of Outstanding Natural Beauty in 2011. The document set out a number of approaches to ameliorate the impact of motor vehicles passing through villages.

One of the main themes is the removal of traditional traffic engineering measures which have been introduced in the interest of highway capacity and the safety of drivers, but which often embolden drivers to proceed along a road in a manner which is not conducive with village life and the easy movement of people on foot, on bikes or riding horses.



Public Realm enhancement / sympathetic traffic calming



Gateway features

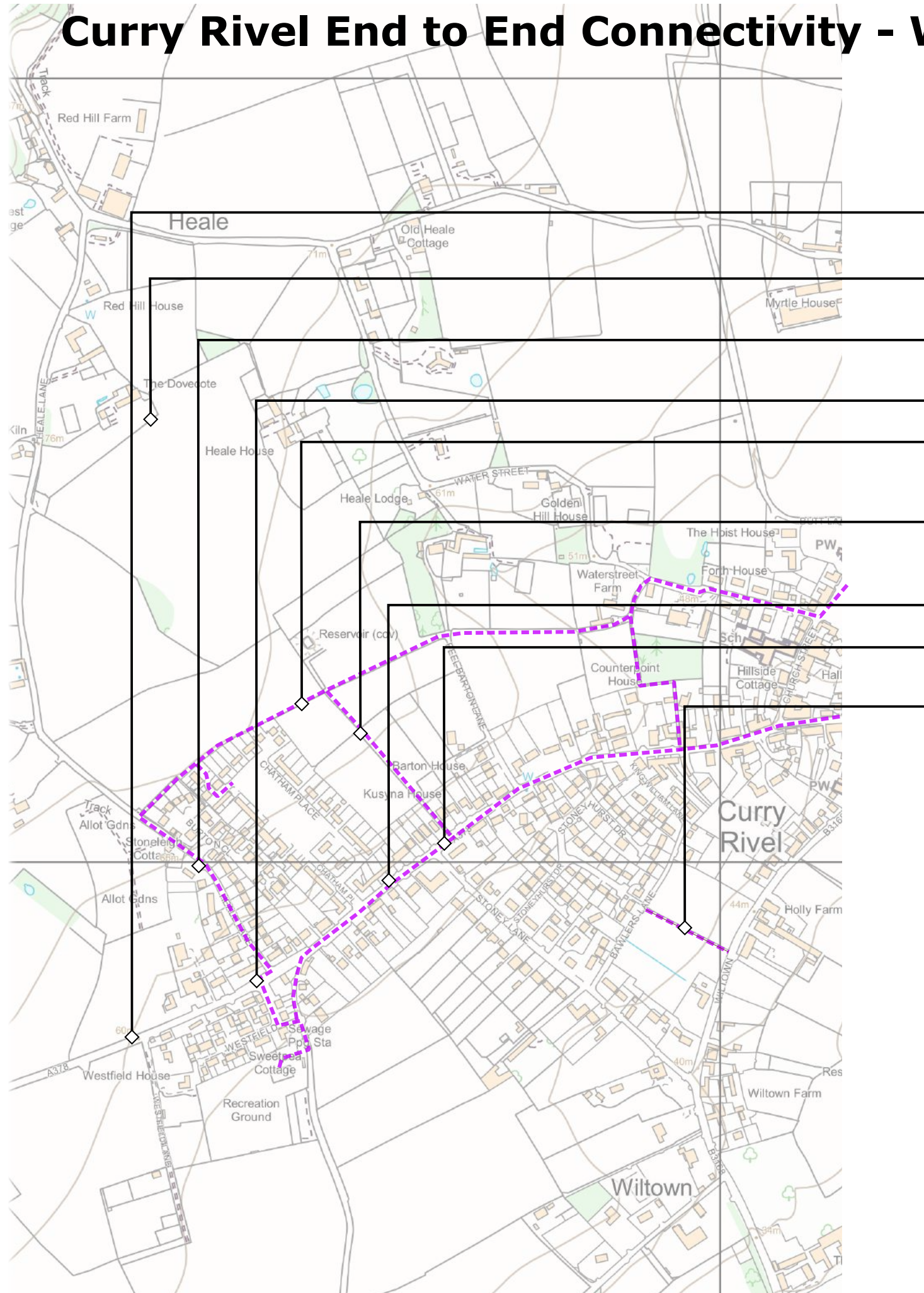


Centreline marking removal



Shuttle working

Curry River End to End Connectivity - West



Gateway feature on the A378 to welcome people to the village and slow vehicles.

Blanket 20mph speed limit and traffic calming measures across the area.

Reduce speed limit at southern end of Heale Lane to 20mph to enable pedestrians, cycles and equestrians to share the road.

Provide a signal controlled crossing on the A378.

Upgrade existing PRow to provide a level multi-user path min. 3.0m wide between Heale Lane and Water Street. All weather surface required.

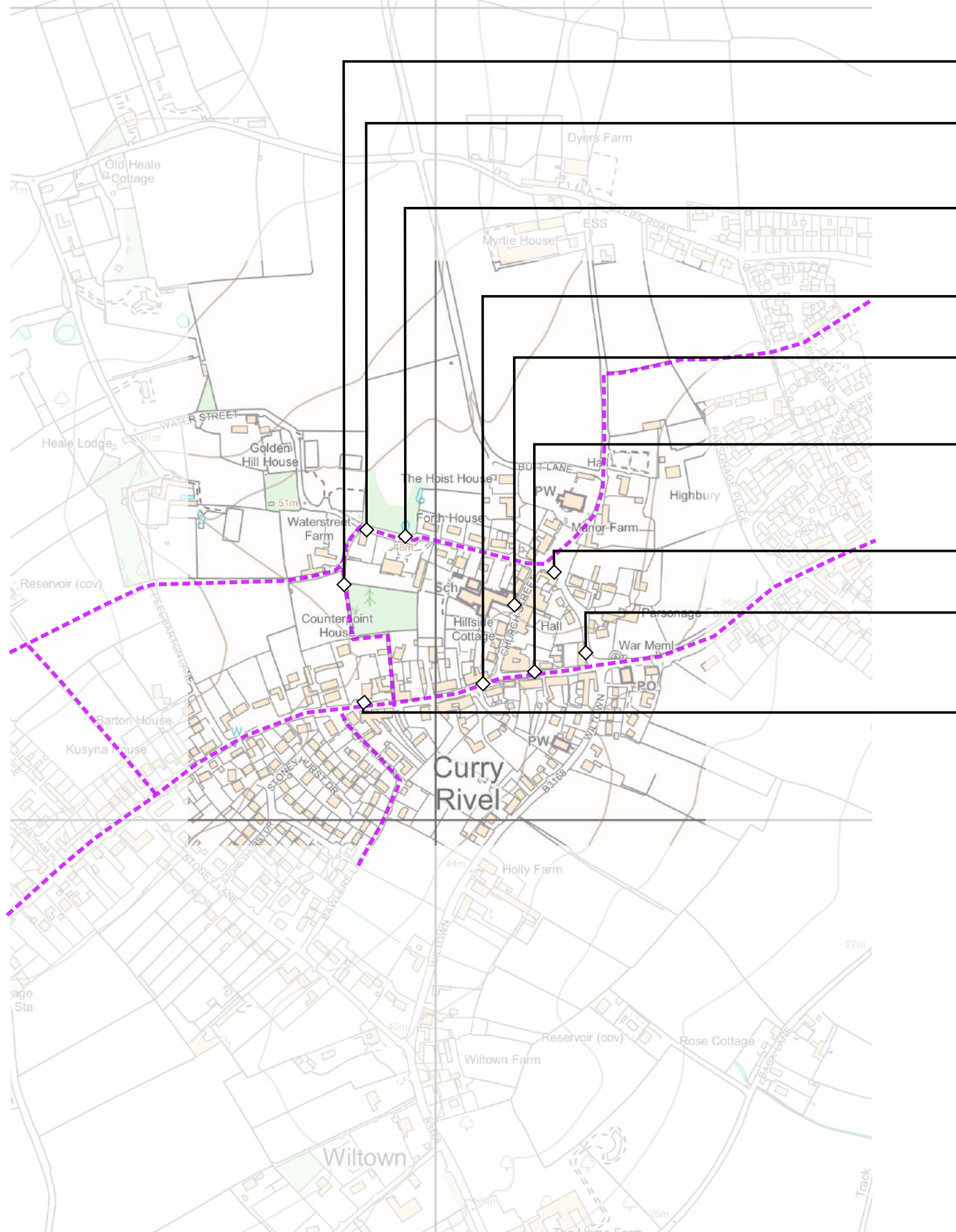
Upgrade the connection between the A378 and PRow L9/6 to provide a level multi-user path min. 3.0m wide, to provide access to residents in the Stoney Lane area.

Centre line removal along length of A378 through village.

Informal crossing introduced between Path L9/31 and Stoney Lane junction.

Introduce a new active travel route 3.0m wide min. between Wiltown and King William Lane.

Curry River End to End Connectivity - Centre



Provide all weather surfacing along PRoW L9/32.

Extend the existing 20mph limit to beyond Waterstreet Farm access, and introduce a virtual footway to connect to existing footway.

Mark a virtual footway along Water Street to connect with existing footway. Cycles and equestrians share carriageway.

Introduce a controlled crossing on the A378 west of Church Street.

Introduce trial of one-way working along Church Street between the green and the north of the car park entrance. Two-way access between car park and the A378 retained.

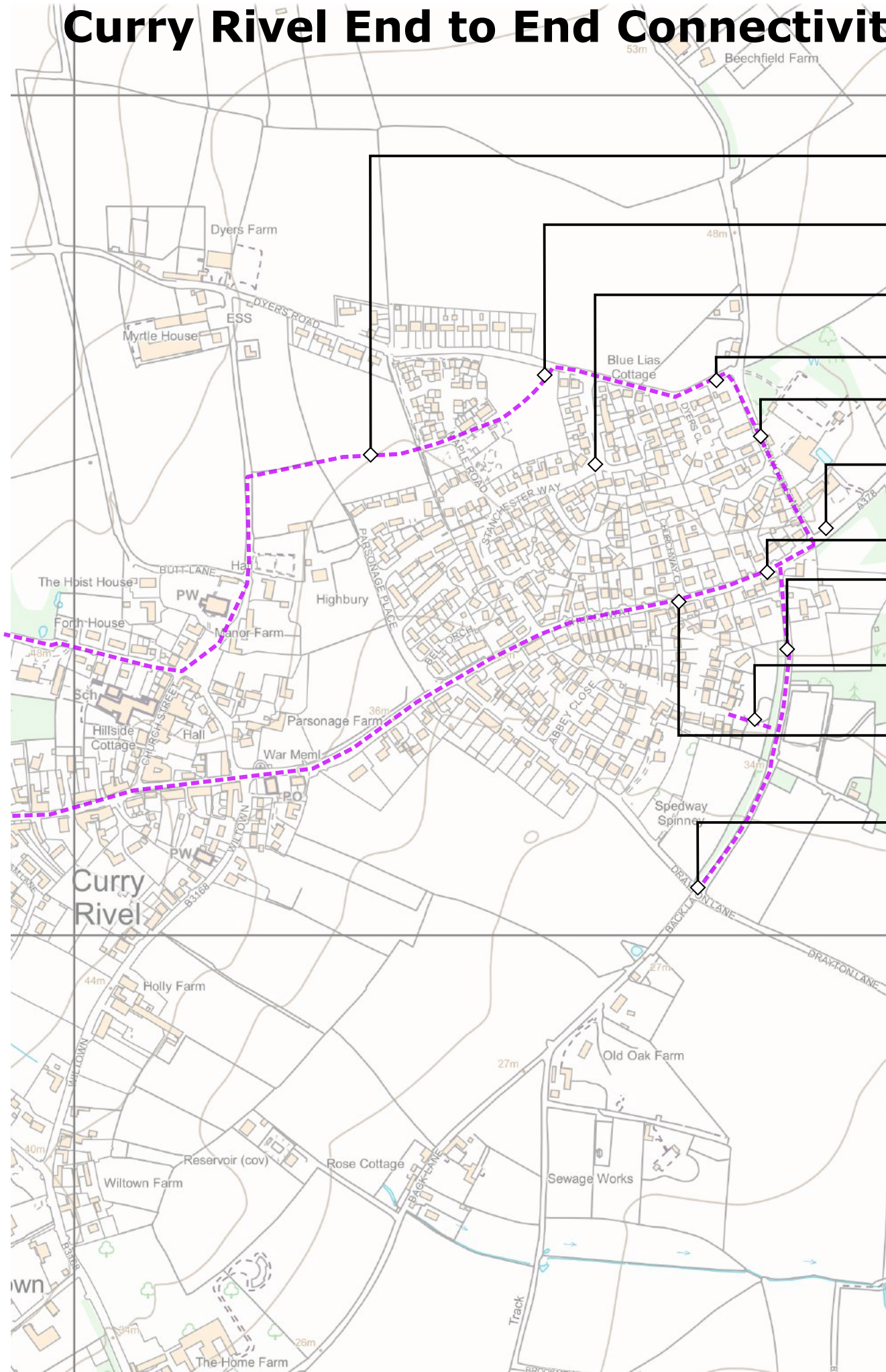
Introduce 20mph speed limit on A378 between Drayton Lane and Stoney Lane. Remove centre line markings and introduce placemaking features in the vicinity of the war memorial and the junction with Church Street.

Public realm enhancements introduced around village green to improve the sense of place here.

Introduce traffic calming measures along Church Road, including a virtual footway on the lower part.

Inner gateway to signal approach to village centre near junction with King William Lane.

Curry Rivel End to End Connectivity - East



Provide new active travel link 3.0m wide min. connecting Church Road with Maple Road.

Widen link between Dyers Road and Maple Road development to multi-user standard. Min 3.0m wide.

Introduce 20mph speed limit on Stanchester Way and along east end of Dyers Road.

Extend footway along Dyers Road to junction with Currywoods Way.

Introduce 20mph limit and traffic calming features along Currywoods Way.

Gateway feature on the A378 to welcome people to the village and slow vehicles.

Introduce controlled crossing over A378 near Brickwall Lane.

Prohibition of motor vehicles on Brickwall Lane except for access from the north. Consider opportunities to introduce a modal filter at the southern end.

Construct new active travel link between Abbey Close and Brickwall Lane.

Reduce carriageway width through village to maximum 6.5m and widen footway along north side of the road where possible, with rationalisation of road markings and signage.

Southern gateway feature on Drayton Lane south of junction with Back Lane to slow vehicles.

3 Improvements between Curry Rivel and Langport

The following plans show the preferred option for providing a quality walking, cycling and horse-riding route between the eastern end of the village and Langport and Huish Episcopi.

The proposal includes the introduction of a new active travel route which is wide enough to comfortably cater for the range of users, and which is constructed so that it can be used in all weathers and by those who rely on a wheelchair or mobility scooter to move around. Where the route crosses the A378 controlled crossing facilities will be required.

Typically, the route will provide a sealed, bound surface path (bitmac, asphalt or a resin bound aggregate) of at least 3.0m wide with a minimum verge of 0.5 between the edges of the path and vertical features such as hedges, walls and fences, giving a minimum.

Where these paths cross agricultural land, specifically where it might be used for grazing, it is recommended that the path is separated from the wider field by a stockproof fence. To enhance the biodiversity benefits native species hedges can be planted in addition to fencing.

Access control measures may be required in order to prevent unauthorised use by motor vehicles and to help control grazing animals. These measures might include bollards, self-closing gates and cattlegrids.

Where the route width is constrained, such as where third party land holdings require the route to follow the existing highway corridor, measures will need to be designed to fit within the space available. It may be necessary to reallocate carriageway space in order to meet the absolute minimum widths required by current design standards.

Opportunities to introduce seating and rest areas along the route should be considered to help improve access for those with limited mobility and to improve enjoyment of the path. These could also be linked with opportunities to improve biodiversity along the routes.

The use of A-frames, kissing gates, and Bristol gates should be avoided as these can prevent people who rely upon wheelchairs, mobility scooters and adapted bikes from accessing routes. These features are largely ineffective at preventing unwanted access and anti-social behaviour they are trying to address.



Public Realm enhancement / sympathetic traffic calming



Stock fence separating multi-user path from agricultural field



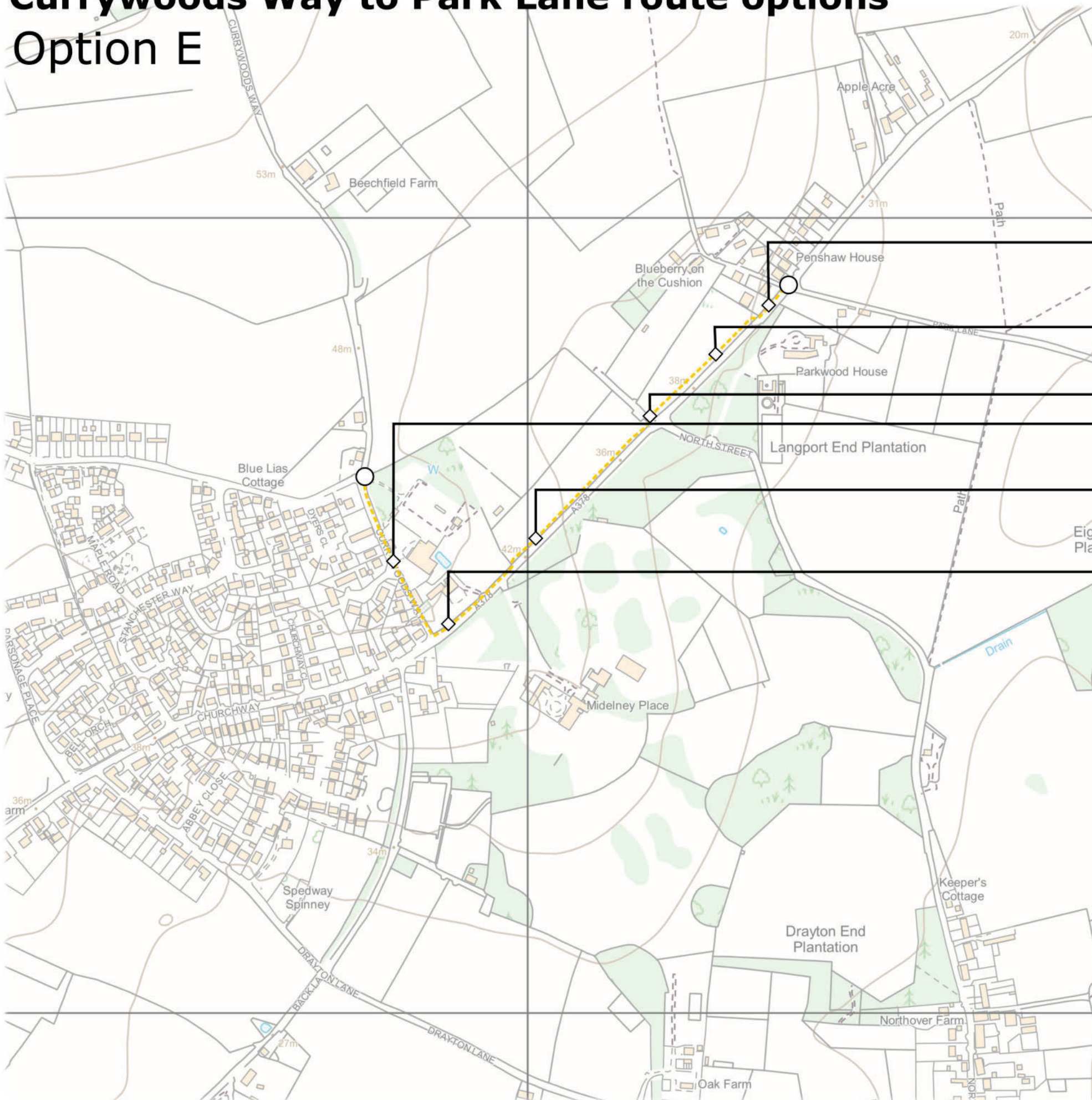
Wide multi-user path with a bound surface



Surface dressing and natural stone softens path appearance

Currywoods Way to Park Lane route options

Option E



Existing footway widened where possible to provide onward connection to junction of A378 and Park Lane.

New 3.0m wide (min) active travel route formed to the west of the existing hedge along the A378. Existing hedge will be managed back, and a new hedge planted along western side of path.

New footway & cycleway crossover across Gypsy Drive

Cycles and pedestrians share carriageway along Currywoods Way. Consider introduction of 20mph speed limit and traffic calming measures to minimise conflict with vehicles.

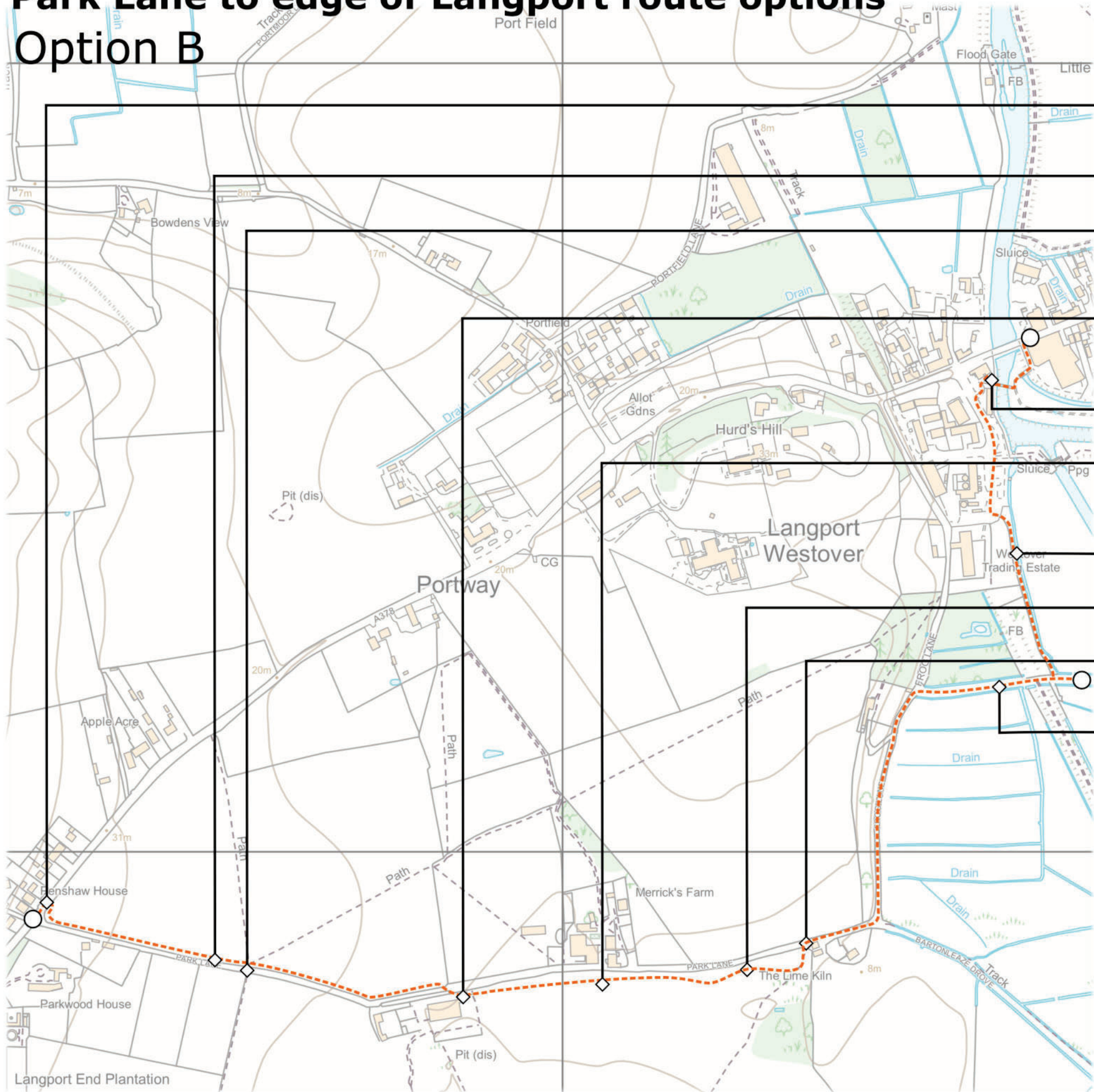
Remove existing hedge and widen existing footway into adjacent land to provide a min. 3.0m wide shared footway & cycleway with a min. 0.5m buffer adjacent to the highway. Replant hedgerow at the back edge of new path.

Widen existing footway to base of listed wall and widen out into carriageway to achieve a width as close to 3.0m as possible. Example of a 3.0m wide shared footway cycleway with a 0.5m wide buffer strip painted along the side adjacent to a carriageway with a 40mph speed limit.



Park Lane to edge of Langport route options

Option B



New Toucan Crossing provided over the A378 with connection to first section of the active travel route constructed on the west side of the road.

New 3.0m wide (min) active travel route formed along southern field boundary adjacent to existing hedgerow.

The path could potentially cross Park Lane in the location of the existing PRoW and continue east through the field on the southern side of Park Lane, but continuing to the north is preferable.

Active travel route crosses Park Lane and passes through or around existing farmyard. New/Upgraded flexible surface required particularly where spaces is shared with agricultural vehicles.

People travelling to the west end of Langport High Street by bike would need to dismount to cross bridge.

New 3.0m wide (min) active travel route constructed through field margin with stock-proof fencing if necessary. Low level planting could be introduced to obscure view from Merrick's Farm.

Route connects to National Cycle Route 339 via the Parrett Cycleway.

Route could meander through wild field margin and turn to follow existing PRoW.

Route re-joins Park Lane and continues north east to Huish Drive. Route will need to be repaired and resurfaced to a standard suitable for sharing with agricultural vehicles.

Huish Drive requires significant reinstatement and would require resurfacing with bitmac or similar to accommodate agricultural vehicles alongside active travellers.

4 Summary

This document sets out the range of measures that CRPC wish to see delivered within the village and on the route between Curry Rivel and Langport to benefit everyone who lives, works, learns, or visits Curry Rivel.

The prioritisation of measures should not be implied by the ordering of the measures outlined on the plans or the order in which they appear in this report.

CRPC welcomes early discussion with interested parties in order to identify how funding or development opportunities might deliver the maximum benefit to the community.

The Parish Council welcomes discussions with landowners who may be able to support the delivery of measures within this document.

