

CURRY RIVEL  
TAUNTON

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**Curry Rivel Parish Council**  
**Active Travel Links**  
**Feasibility Study**

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Project Code: 05725

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## Version Control and Approval

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### Prepared for

Curry Rivel Parish Council



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## I Introduction

**PJA are appointed by Curry Rivel Parish Council to provide professional transport planning advice in relation to their aspirations for improved active travel connectivity throughout their village, and between Curry Rivel and the neighbouring settlements of Langport and Huish Episcopi.**

### I.1 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 a convenience store and post office, a fuel filling station and a public house and restaurant. 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.

The plan overleaf shows the range of services within a short cycle distance and their general location. All of these destinations are with a 20-minute cycle at a leisurely pace, or an hours walk.

These are all destinations which people in the village may well travel to on a daily basis, but most people will choose to travel by car due to the poor quality of active travel routes between Curry Rivel, Langport and Huish Episcopi, in addition to abundant free parking and limited public transport services.

### I.2 Working Group

Curry Rivel Parish Council have 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 were formed in 2021 and have been actively considering potential routes based upon their local knowledge and have engaged with a range of landowners.

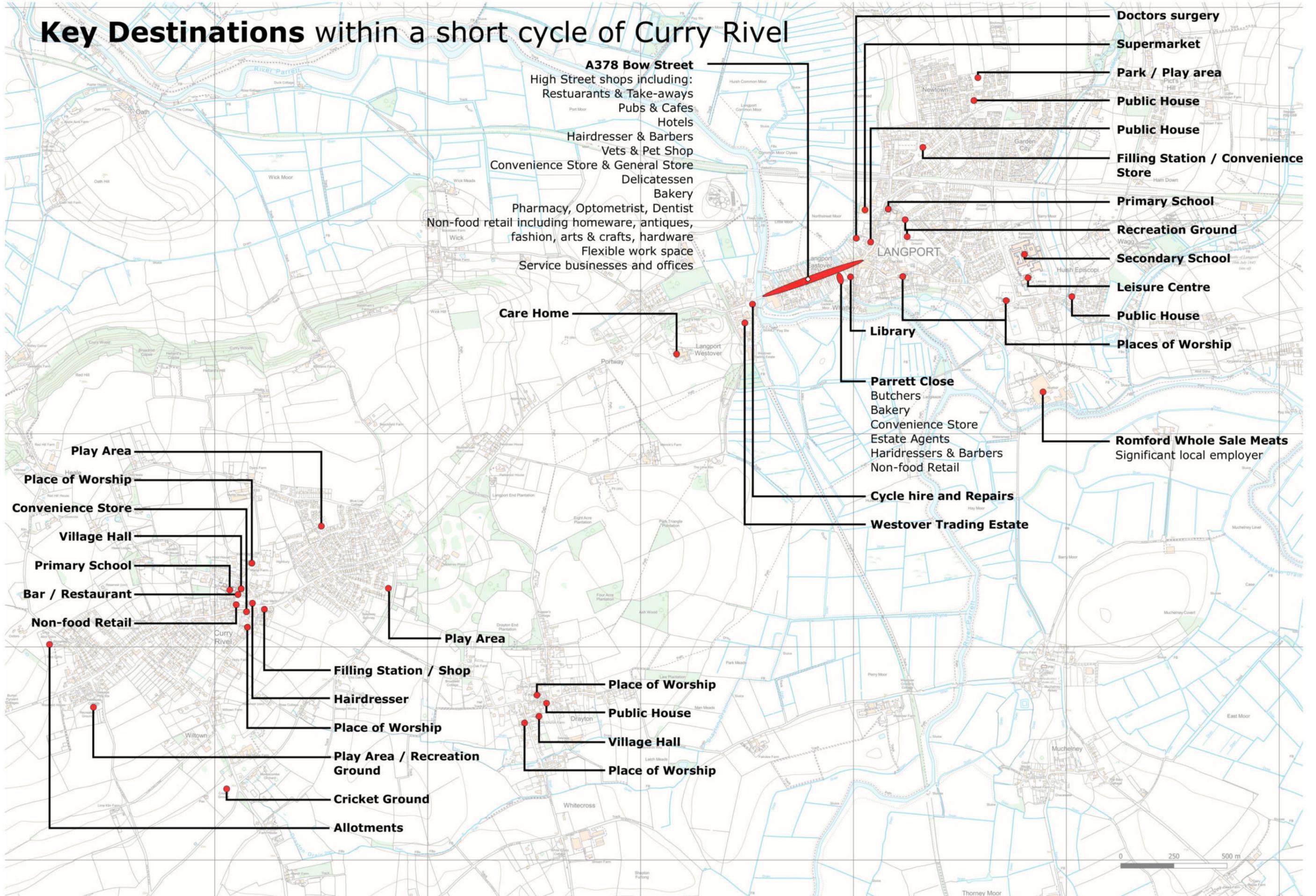
The Working Group have also secured grant funding through Somerset County Council's Climate Emergency Community Fund and have been fundraising locally to match the grant in order to fund this study.

The key aims of the working group are to:

- Provide an accessible, safe, traffic free path for pedestrians, cyclists and horse riders between Curry Rivel and Langport.
- Provide a safe route to school for children attending Curry Rivel Primary School and the Langport Academy.
- Increase opportunities for the community to exercise, contributing to a healthy lifestyle.
- Reduce the volume of traffic using the A378 and the rural lanes, improving road safety and air quality.
- Increase trade for local shops and businesses by attracting tourists or people on leisure trips to visit Curry Rivel.



# Key Destinations within a short cycle of Curry River



### 1.3 Somerset Climate Emergency Fund

In March 2021 Somerset County Council launched a fund worth £1 million to help local communities to tackle the impacts of climate change in their area.

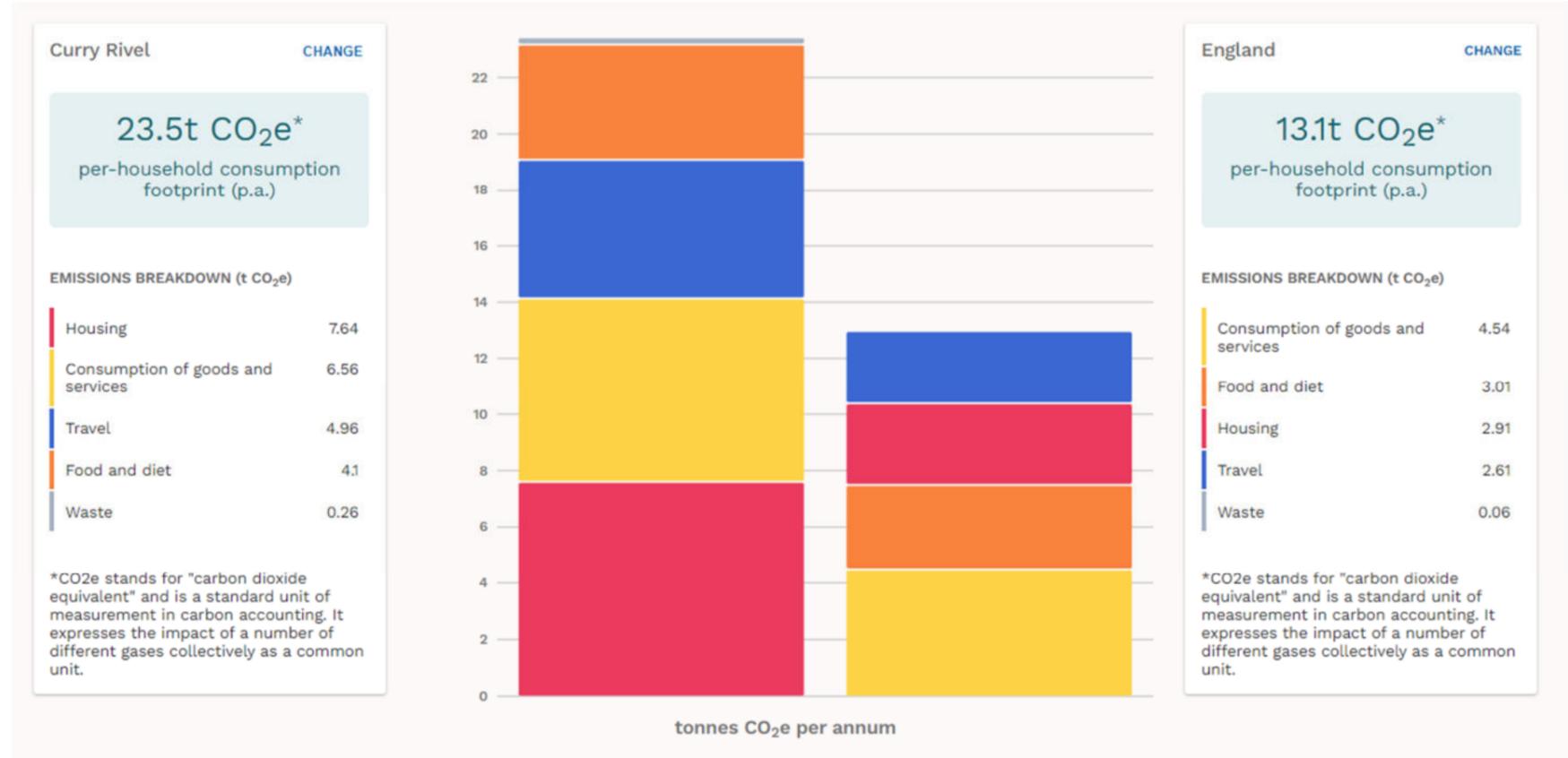
The fund was available for community organisations and city, town and parish councils in Somerset to bid for grants of between £5,000 and £75,000 to support projects which could make a difference by reducing carbon levels locally and improve the environment.

Curry Rivel’s active travel routes project was one of only 40 projects which received funding.

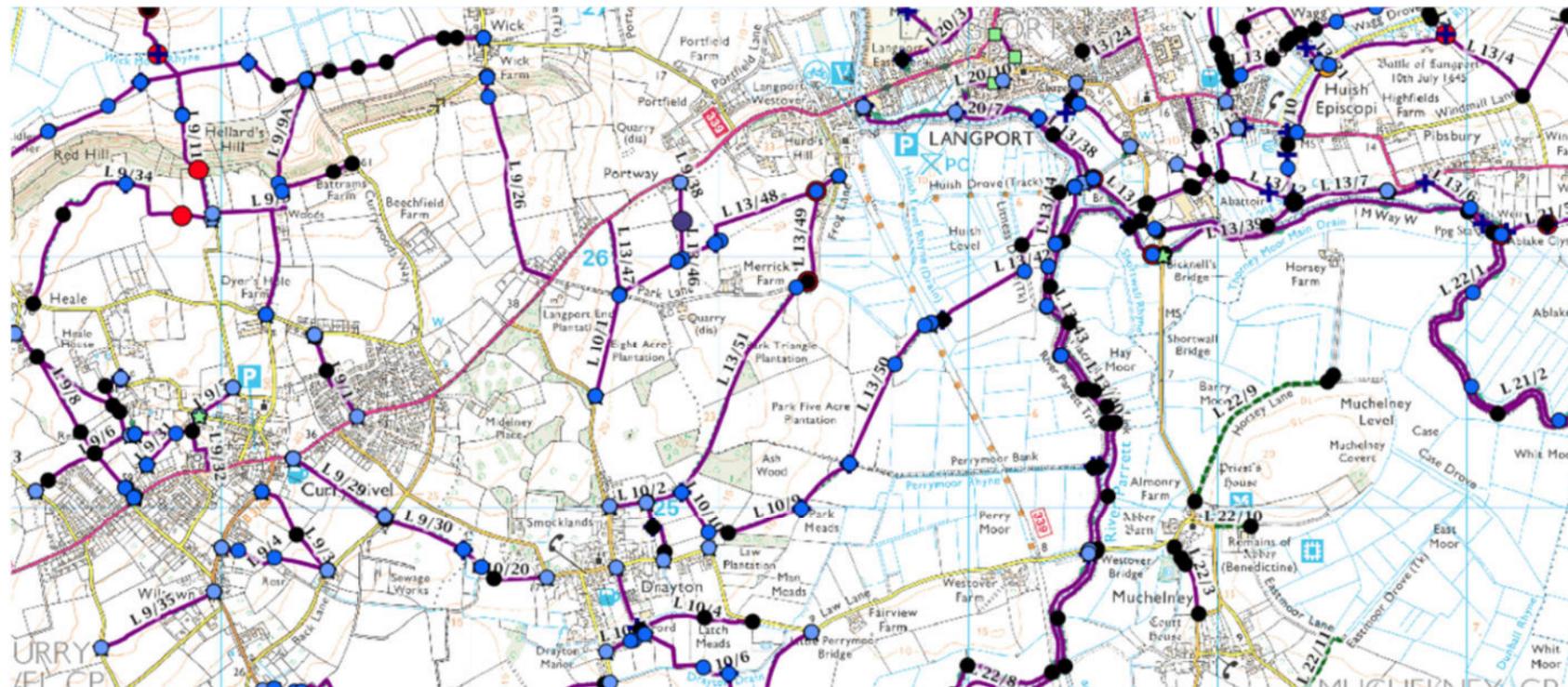
It is important to remember that travel accounts for a significant amount of everyone’s carbon footprint, and this is particularly so in rural communities where the average distance to jobs, services and facilities tends to be above average.

By way of an example, the Centre for Sustainable Energy has produced a tool which enables parish councils to understand the Carbon Footprint of their area in order to help them target measures more effectively.

The adjacent chart shows the per household consumption carbon dioxide equivalent for homes in Curry Rivel and compares this against the national average. It can clearly be seen that the footprint for Curry Rivel homes is almost double the national average. Travel accounts for just over 20% of this footprint.



## 2 Existing Movement Networks



### 2.1 Walking

The village is around 1.8km long and 800m wide, meaning that a walking journey between any two points in the village should take no more than 20 – 30 minutes.

However, the form of the village limits opportunities for people to move around on foot, with most journeys requiring at least some use of the narrow footways alongside the A378, and the network of cul-de-sacs limiting pedestrian permeability.

There are no formal crossing opportunities within the village which adds to the severance caused by the A378.

Away from the A378, there is a network of largely unsurfaced rural footpaths, and a network of rural lanes which provide alternative pedestrian routes around the village. The rural footpaths are generally not suitable for use on utility journeys, particularly during inclement weather. Many of the lanes are single track ways, without separate provision for pedestrians, and some of them are subject to the national speed limit.

The Somerset County Council Rights of Way plan shows the existing network of footpaths. There are no bridleways, restricted byways, byways open to all traffic or cycle paths shown in and around the two settlements. Nor are there any permissive routes recorded on the plan.

The footpath network utilises stiles extensively compounding the challenges of using the network particularly for people with limited mobility, those who use a wheelchair/mobility scooter and people walking with a pushchair or pushing a bike.

The slightly disjointed nature of the villages urban form with blocks of development located along the A378, results in long walking distances between relatively close locations.

The example to the right shows the area within an approximate 10-minute walk of the primary school in the centre of the village.

The isochrone plan also shows that a number of these routes utilise unsurfaced footpaths which are not necessarily suitable for use in all seasons and weathers.

The walking route analysis also shows how the A378 is important in connecting various parts of the village to the central facilities.



# Existing routes local pedestrian & cycle network (on road)

## Church Road

Single track lane with occasional passing places. No pedestrian facilities. Lit.

## Butt Lane

Narrow single track lane with very limited passing opportunities. Provides access to a single property and one field access. Unlit.

## Water Street

Single track lane with limited passing places. provides access to a number of properties and field accesses. No pedestrian facilities except at eastern end, provides access to a number of PRow. Unlit

## Peel Barton Lane

Narrow single track lane with limited passing place at private drives. Provides access to a small number of properties. No pedestrian facilities. Unlit.

## Holden's Way

Narrow Single track lane with occasional passing places, providing access to a small number of properties and the village recreation ground. No pedestrian facilities. Limited lighting.

## Stoney Lane

Narrow two-way road with pedestrian facilities along one side through its central section but these do not connect to the A378 facilities. Some lighting where footway is provided.

## King William Lane

Very narrow single track road providing access to frontage properties along one side of the lane. No pedestrian facilities. Unlit.

## Dyers Road

Narrow two-way lane with passing opportunities in laybs and private drives. Through traffic route towards Stathe and the A361. Intermittent pedestrian facilities

## Currywoods Way

Narrow two-way lane with passing opportunities provide at private drives. Through traffic route to Wick.No pedestrian facilities. Lit

## Stanchester Way

Two-way estate road leading to various cul-de-sacs. Footways along either side, no tactile paving or dropped kerbs at many crossings.

## A378

Wide two-way A road subject to a 30mph speed limit through village. No formal crossing opportunities, tactile paving provided at one location. Poor pedestrian facilities at side roads and no provision for cycles.

## Brickwall Lane

Single track lane providing access to a small number of properties and a through traffic connection to Drayton Lane.

## Drayton Lane

Narrow two-way lane with a narrow footway along one side initially, and both sides further along. Provides pedestrian and vehicle access to Abbey Close. Main route to the Drayton.

## Church Road

Narrow two-way road linking the A378 with the village green in front of the church. No pedestrian facilities, but subject to a 20mph speed limit. Lit.

## Church Street

One of the most important streets in the village. Two-way street with a footway along one side. Provides access to the school, the village hall and the main car park. Lit

## Back Lane

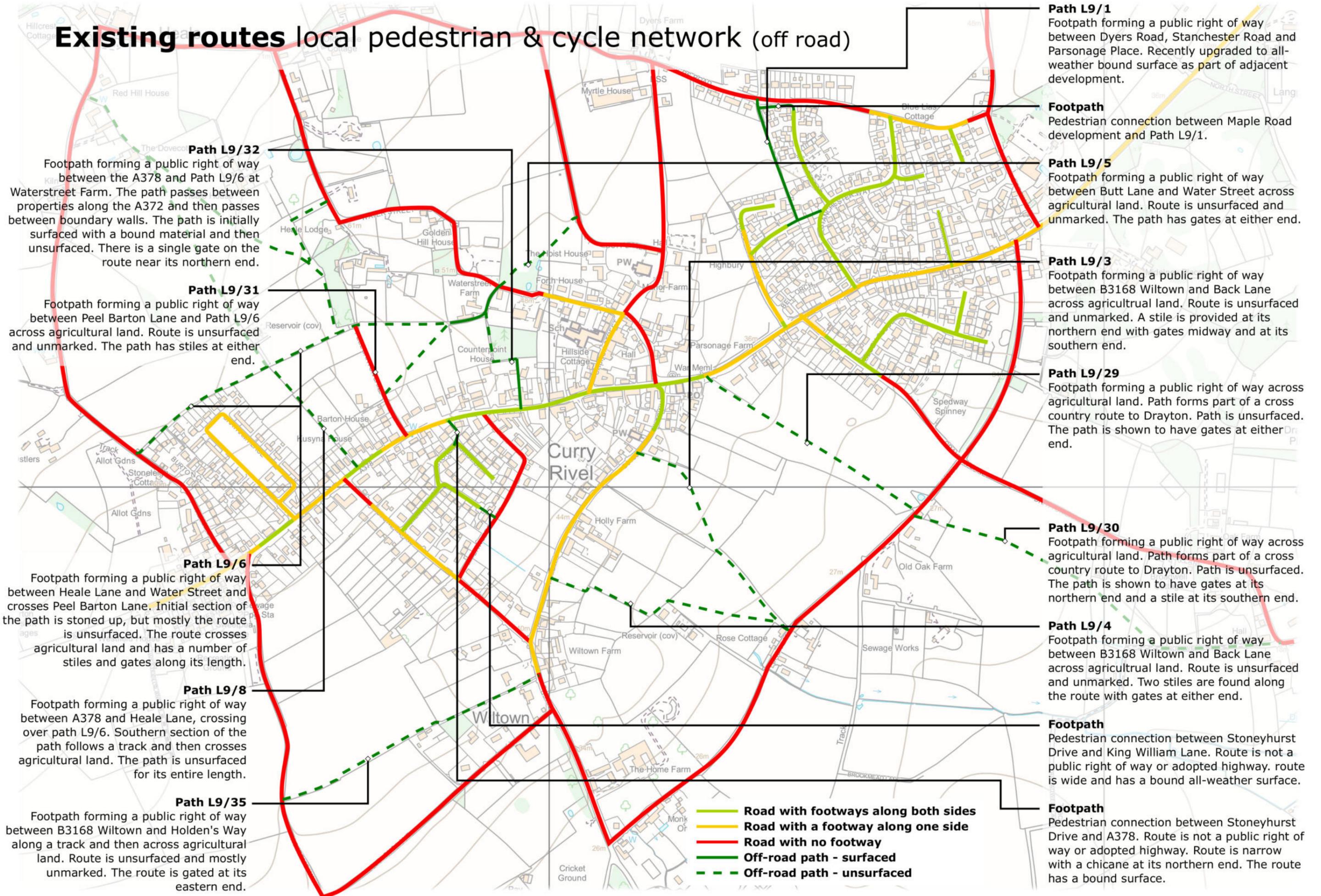
Narrow two-way rural lane providing access to a limited number of properties plus agricultural field access. No pedestrian facilities, but crossed by a number of footpaths.

## B3168 Wiltown

Two-way road with centreline markings which provides frontage access to a number of properties and is the through route to Ilminster. Footway along one or both sides of the road within the village with some street lighting

- Road with footways along both sides
- Road with a footway along one side
- Road with no footway
- - - Off-road path - surfaced
- - - Off-road path - unsurfaced

# Existing routes local pedestrian & cycle network (off road)



**Path L9/32**  
Footpath forming a public right of way between the A378 and Path L9/6 at Waterstreet Farm. The path passes between properties along the A372 and then passes between boundary walls. The path is initially surfaced with a bound material and then unsurfaced. There is a single gate on the route near its northern end.

**Path L9/31**  
Footpath forming a public right of way between Peel Barton Lane and Path L9/6 across agricultural land. Route is unsurfaced and unmarked. The path has stiles at either end.

**Path L9/6**  
Footpath forming a public right of way between Heale Lane and Water Street and crosses Peel Barton Lane. Initial section of the path is stoned up, but mostly the route is unsurfaced. The route crosses agricultural land and has a number of stiles and gates along its length.

**Path L9/8**  
Footpath forming a public right of way between A378 and Heale Lane, crossing over path L9/6. Southern section of the path follows a track and then crosses agricultural land. The path is unsurfaced for its entire length.

**Path L9/35**  
Footpath forming a public right of way between B3168 Wiltown and Holden's Way along a track and then across agricultural land. Route is unsurfaced and mostly unmarked. The route is gated at its eastern end.

**Path L9/1**  
Footpath forming a public right of way between Dyers Road, Stanchester Road and Parsonage Place. Recently upgraded to all-weather bound surface as part of adjacent development.

**Footpath**  
Pedestrian connection between Maple Road development and Path L9/1.

**Path L9/5**  
Footpath forming a public right of way between Butt Lane and Water Street across agricultural land. Route is unsurfaced and unmarked. The path has gates at either end.

**Path L9/3**  
Footpath forming a public right of way between B3168 Wiltown and Back Lane across agricultural land. Route is unsurfaced and unmarked. A stile is provided at its northern end with gates midway and at its southern end.

**Path L9/29**  
Footpath forming a public right of way across agricultural land. Path forms part of a cross country route to Drayton. Path is unsurfaced. The path is shown to have gates at either end.

**Path L9/30**  
Footpath forming a public right of way across agricultural land. Path forms part of a cross country route to Drayton. Path is unsurfaced. The path is shown to have gates at its northern end and a stile at its southern end.

**Path L9/4**  
Footpath forming a public right of way between B3168 Wiltown and Back Lane across agricultural land. Route is unsurfaced and unmarked. Two stiles are found along the route with gates at either end.

**Footpath**  
Pedestrian connection between Stoneyhurst Drive and King William Lane. Route is not a public right of way or adopted highway. route is wide and has a bound all-weather surface.

**Footpath**  
Pedestrian connection between Stoneyhurst Drive and A378. Route is not a public right of way or adopted highway. Route is narrow with a chicane at its northern end. The route has a bound surface.

- Road with footways along both sides
- Road with a footway along one side
- Road with no footway
- Off-road path - surfaced
- - - Off-road path - unsurfaced

## 2.2 Cycling

There is no cycle infrastructure within Curry Rivel, including no public cycle parking facilities. Cyclists therefore must share the A378 or the network of rural lanes with traffic to travel around the village or between the village and the neighbouring settlements.

To the northeast of Curry Rivel National Cycle Network Route 339 links Langport with National Cycle Network Route 3 to the southeast of Bridgwater. Most of NCR 339 is on road, but most of NCR 3 is a traffic free route between Bridgwater and Taunton.

To the south of Langport a traffic free cycle route (Parrett Cycleway) is provided along the alignment of a former railway line, but this does not form part of the National Cycle Network. This route is not a public right of way and runs across privately owned land. South Somerset District Council agreed access rights over the route in 1988 and pay an annual licence fee to the landowners. The route is maintained by South Somerset Council.

To the southwest of the village NCR 33 passes through Isle Brewers and Fivehead as it passes between Ilminster in the south and Taunton in the west. The route is primarily on road between Whitelackington and Creech St Michael.

Langport and Huish Episcopi are within easy cycling distances of Curry Rivel which can be covered in 15 – 20 minutes depending on the direction. Somerton to the east of Langport can be accessed by bike within

Larger settlements such as Taunton, Bridgwater, Street Yeovil and Ilminster are around one hour's cycle from the village, while this distance may not be attractive to the majority of utility cyclists, the use of eBikes may enable more people to undertake journeys of 10 – 12 miles on a regular basis.

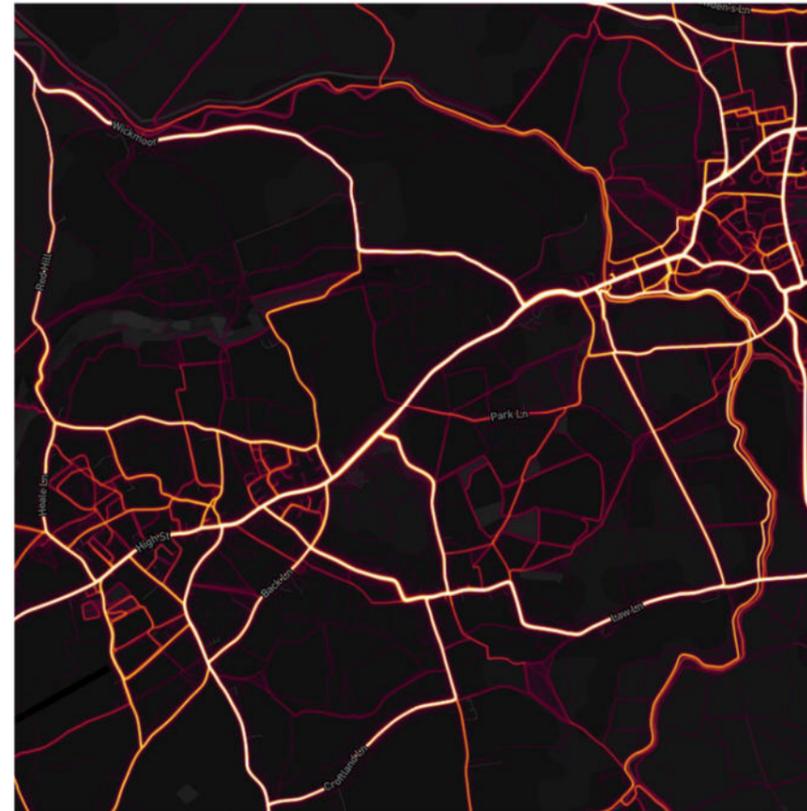


Figure 2.1: Strava data shows that the A378 and Drayton Lane are popular sports cycling routes

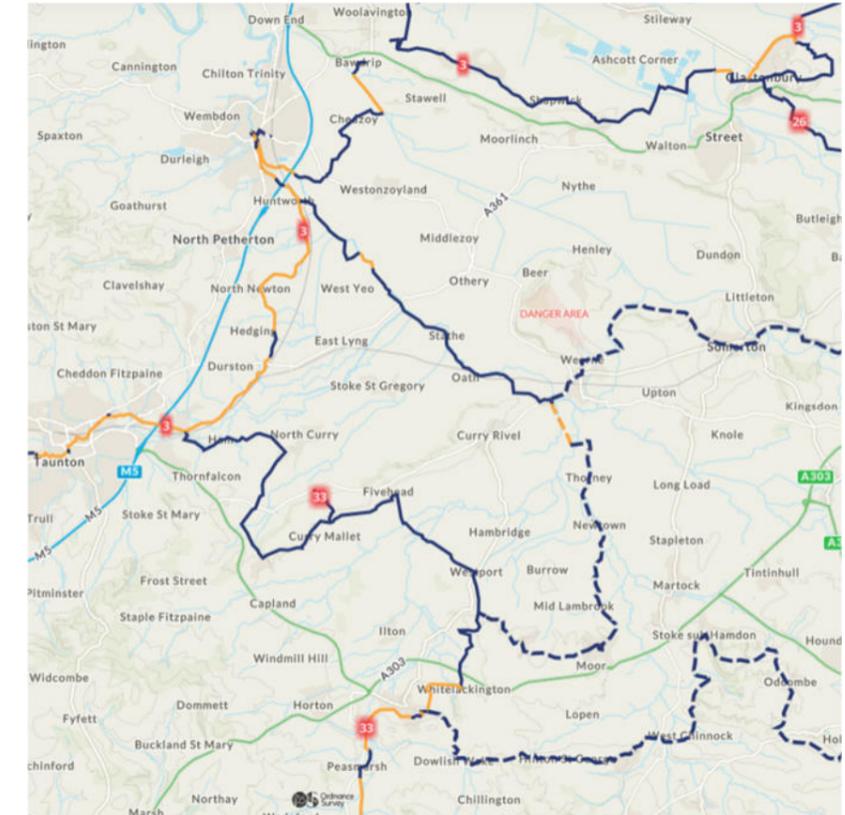


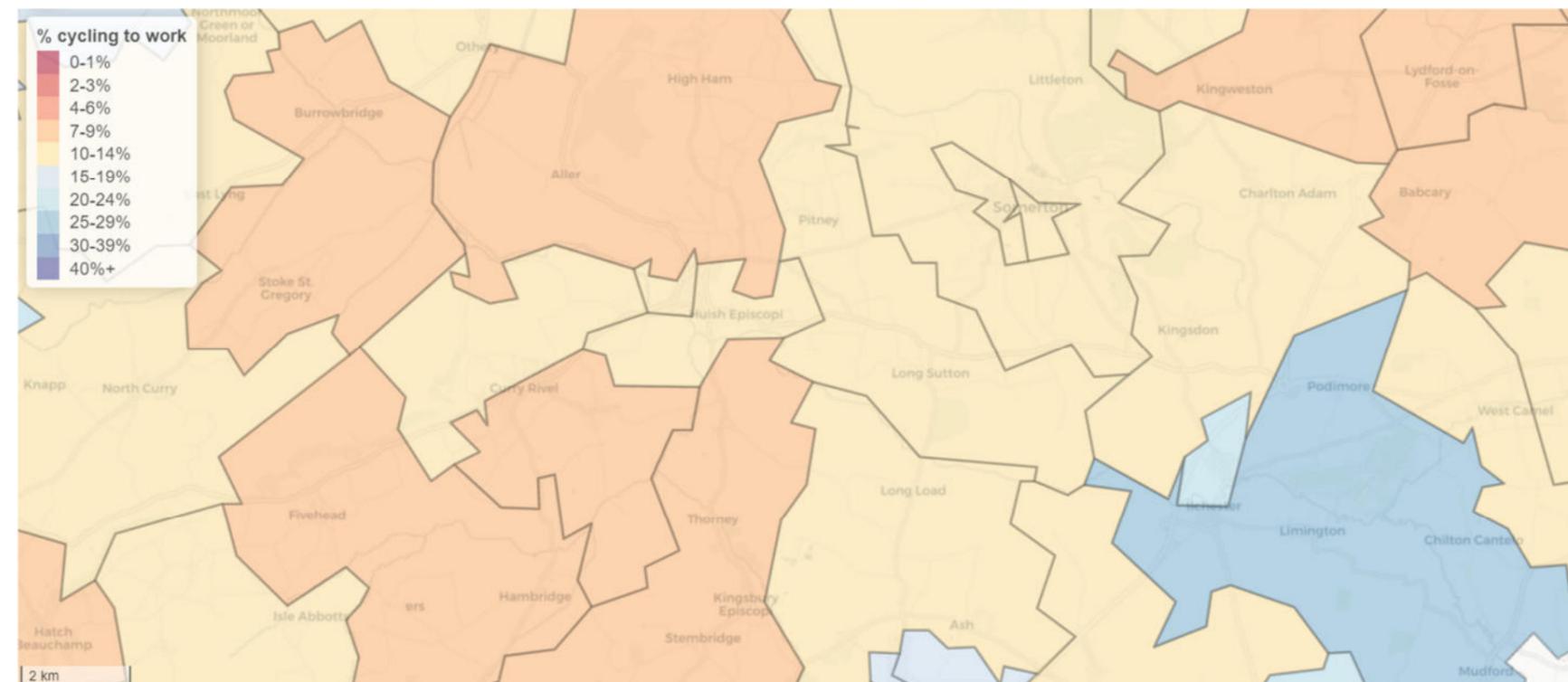
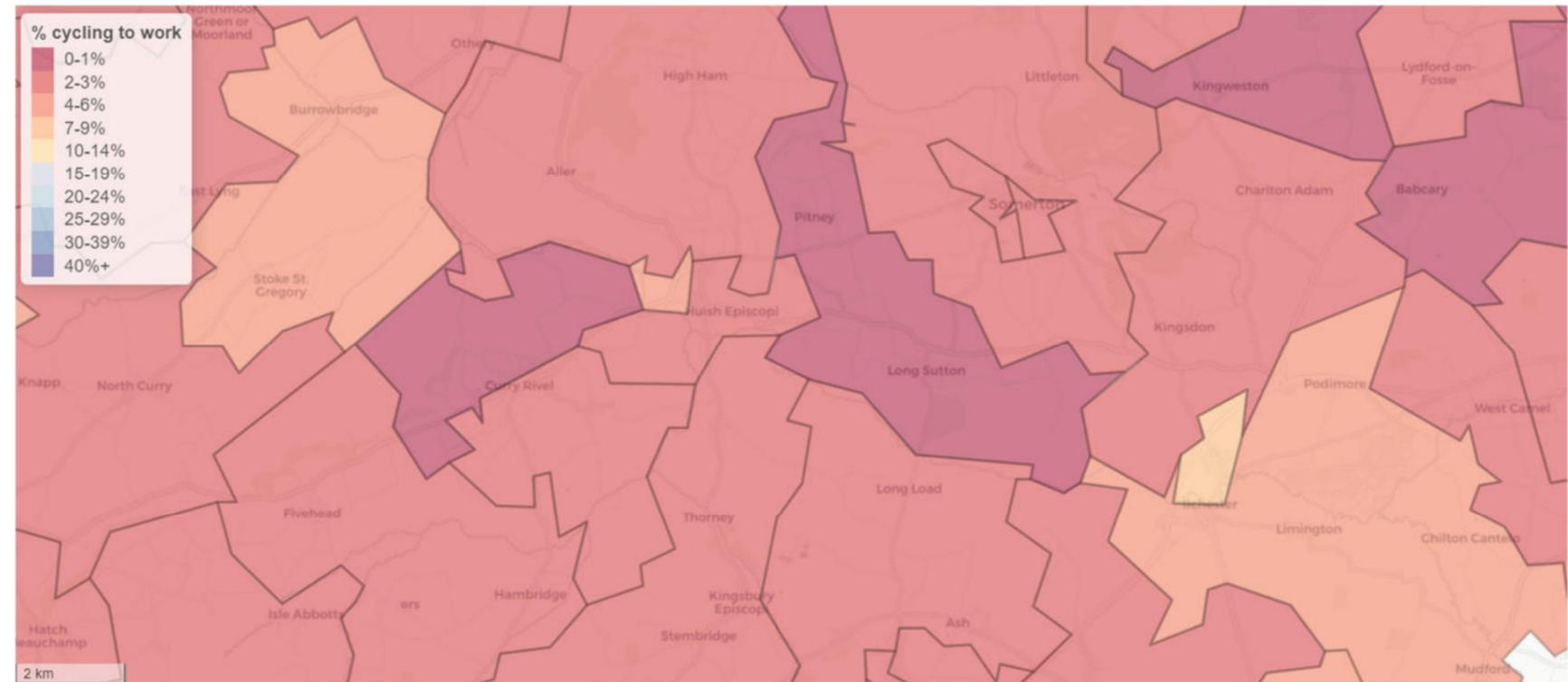
Figure 2.2: National Cycle Network Map

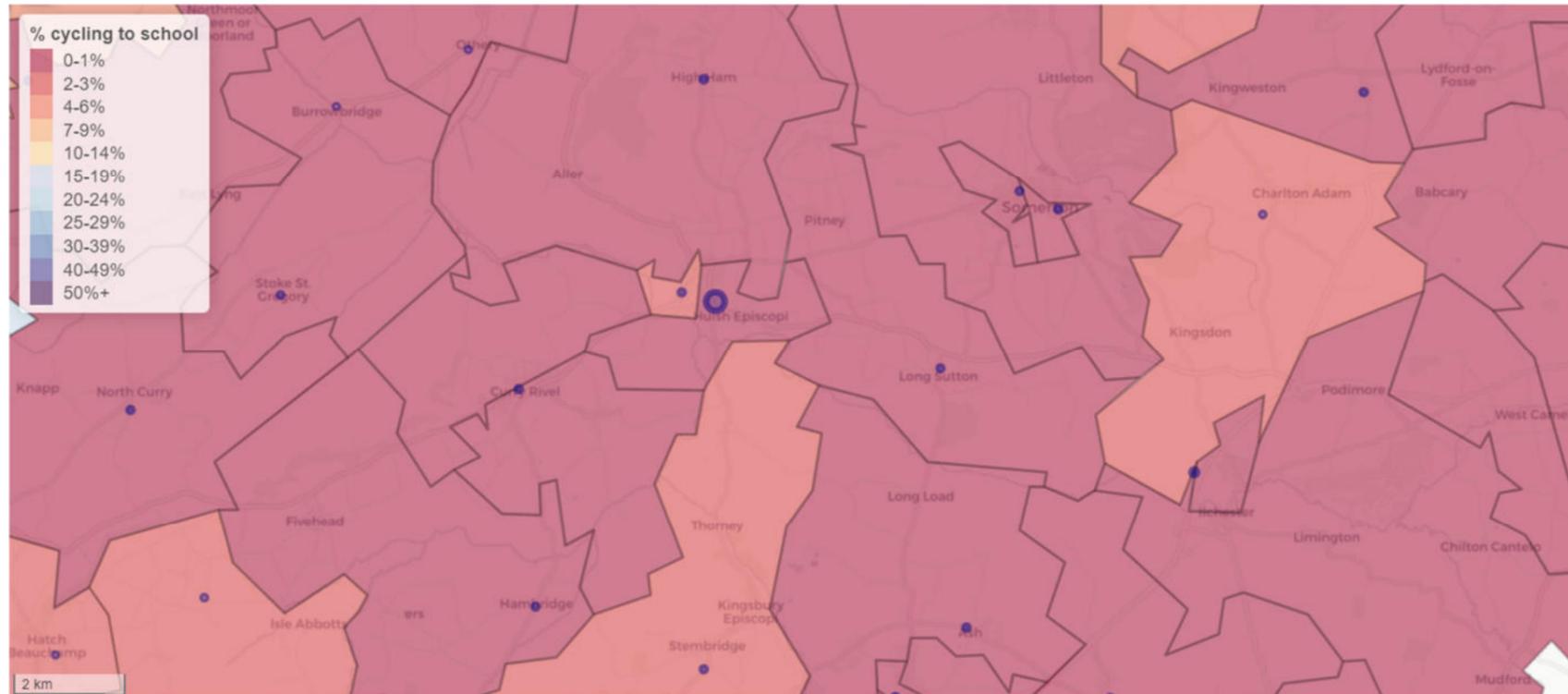
**Barriers to cycling**

The lack of cycle infrastructure in the area is likely to be suppressing the use of bikes particularly for frequent utility and commuting journeys.

The 2011 Census recorded very low levels of commuter cycling in Lower Output Area South Somerset 007A (1%) which includes Curry Rivel to the north of the A378. Lower Output Area South Somerset 007B which includes the village to the south of the A378 recorded a slightly higher level of cycling at 2%.

Extracts from the DfT Propensity to Cycle Tool (PCT) show the levels of commuter cycling as per the 2011 Census in the top image. In the bottom image the tool has forecast the potential level of cycling that might be achieved if Dutch levels of cycle infrastructure were provided in the local area. This shows the potential for around 10% of commuters living in these areas to cycle to work if the correct infrastructure were provided.





The PCT tool also considers cycle trips to schools. The top image showing the results from the 2011 Schools Travel Census where only one or two children from each lower output area cycled to school.

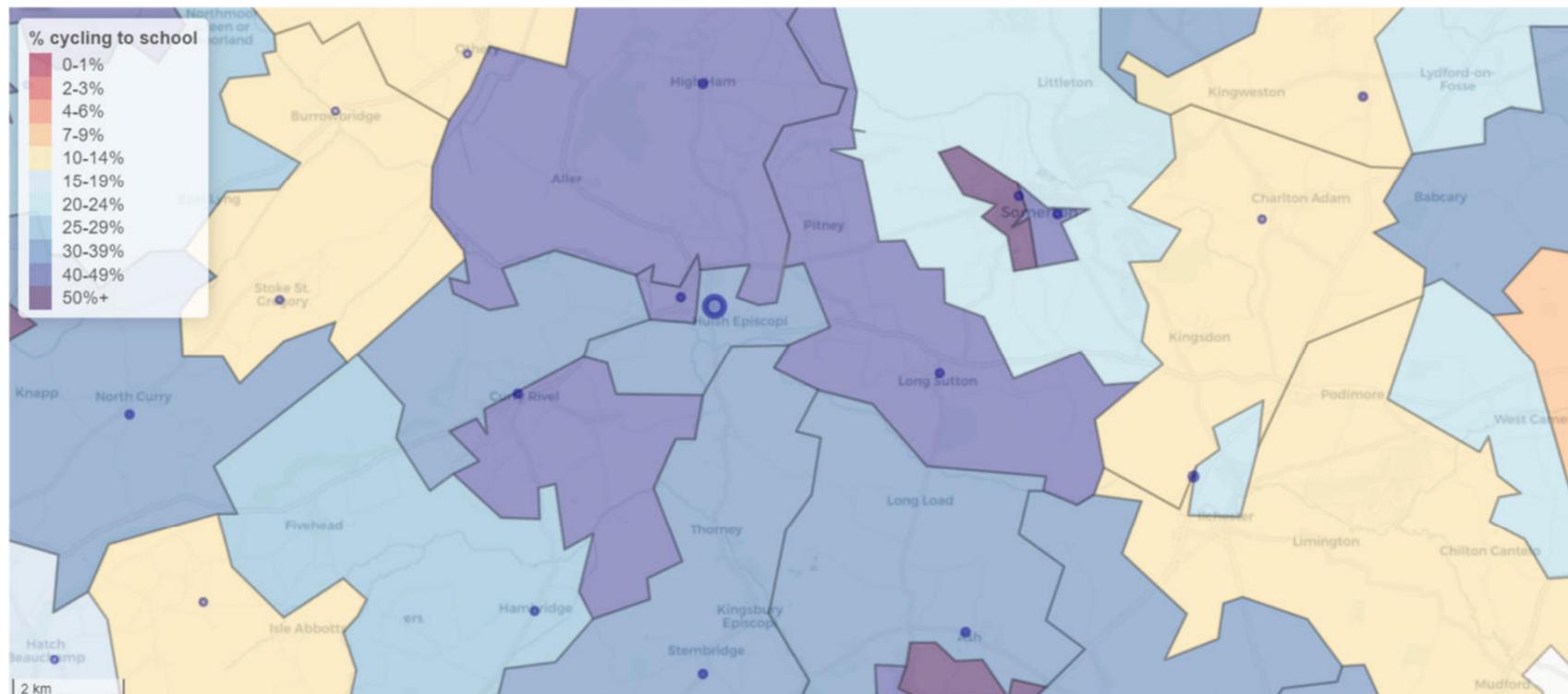
This contrast strongly with the PCT forecast based on Dutch levels of cycle infrastructure, which shows that more the 25% of children might expect to cycle to school if correctly supported.

Although the measures which are likely to be introduced as a result of the Curry Rivel Active Travel Links project, will not singlehandedly enable Dutch levels of cycling, the tool does show that there is a significant latent demand within the existing community.

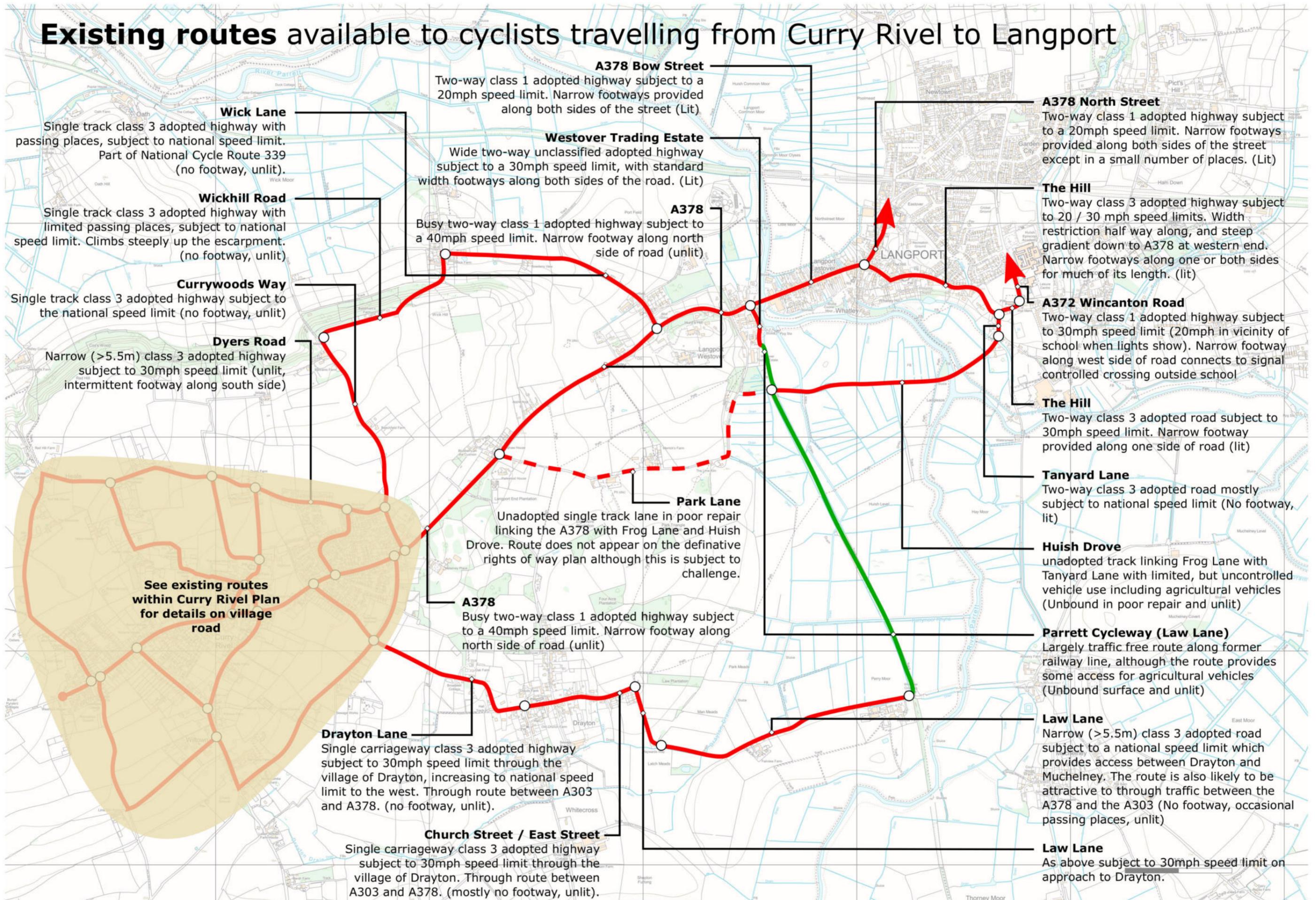
A review of the existing routes available to cyclists (see plan overleaf) shows why the existing provision is likely to discourage novice or less confident cyclists from undertaking short local journeys by bike.

It can be seen that the routes between Curry Rivel and Langport are all on road routes, and there is no route which does not include either high traffic volumes (A378) or sections of road shared with vehicles which can potentially travel at the national speed limit (60mph).

A further barrier to cycling is also likely to be the local topography. Curry Rivel is located close to the top of the Five Head Escarpment



# Existing routes available to cyclists travelling from Curry Rivel to Langport



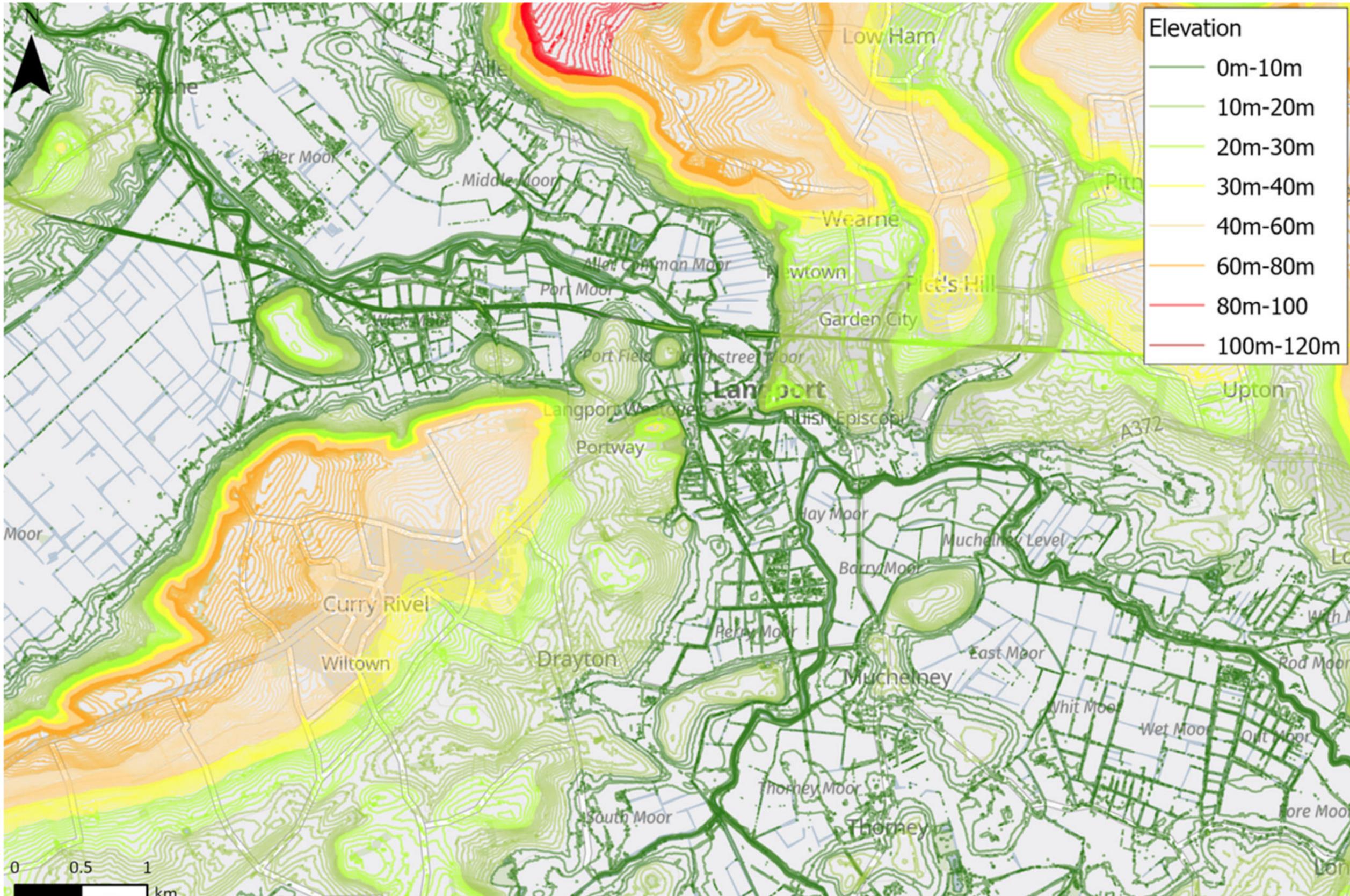


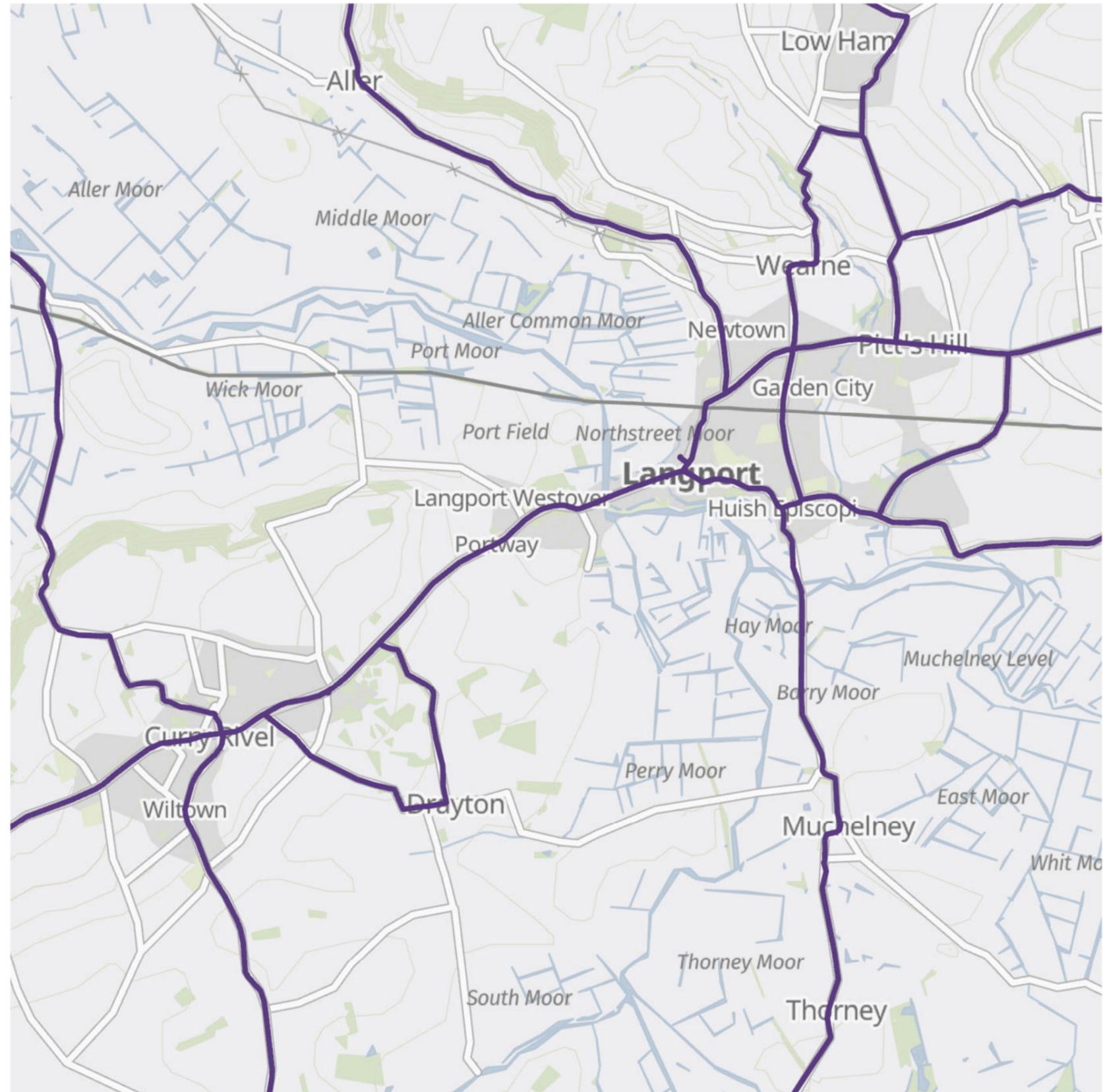
Figure 2.3: Topography is an important element of cycling route choice due to steep terrain to the north of Curry Rivel

### 2.3 Public Transport

The A378 is an east-west public transport corridor served by bus services 54 and 904. There are four pairs of stops within the village, and two of the eight stops have shelters.

The 54 service links Curry Rivel with Taunton in the west with Yeovil in the east, with an end-to-end journey time of around 1.5 hours. During the week there are 8 – 9 services per day between 07:30 and 18:00, and on Saturdays there are four services per day between 09:00 and 18:00.

The 904 service links Isle Brewers with Langport, with one service in each direction on a Tuesday and on a Friday, with an outbound journey departing at 10:19 and an inbound journey arriving at 12:17 the service is unlikely to be useful except for short shopping trips or appointments in Langport.



### 3 Baseline Information

In considering potential opportunities to improve active travel routes a review of baseline information related to the movement network has been undertaken, and a summary is set out here.

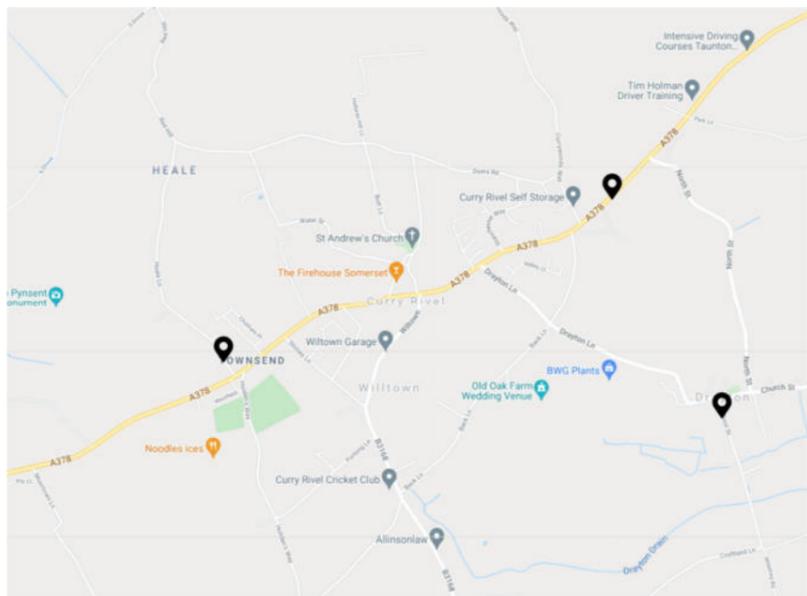
#### 3.1 A378 Traffic Characteristics

The A378 is a reasonably short road in South Somerset which begins at the A372 in Langport and continues westward through Curry Rivel, before continuing on to the A358 which is the main road between Ilminster and Taunton.

The road is subject to a 30mph speed limit through Curry Rivel, but this increases to 40mph either side of the village. To the west it steps up again to 50mph, and then to the national speed limit around 1.2km to the west of the village.

To the west of Curry Rivel, through the village of Fivehead the speed limit was reduced from 40mph to 30mph in 2015 to improve highway safety.

The road is a standard single carriageway road, approximately 7.3m wide.



The DfT hold traffic survey information on the A378 to the east of the village, which shows an annual average daily flow of 7,437 vehicles per day of which around 3% is large vehicles such as HGVs or buses.

#### 3.2 Vehicle Speeds

Locally the Parish Council have arranged for solar powered speed indicator signs to be erected at either end of the village. These signal to drivers the speed at which they are approaching the sign in order to encourage drivers to be more aware of the 30mph limit and the need to drive more carefully through the village.

The signs also record vehicle speeds. The data available covers the period between May 2020 and January 2021, and therefore the results are likely to be skewed by various national lockdowns and movement restrictions imposed as part of the Covid 19 response.

However, the information shows that across this period the percentage of drivers travelling at speeds greater than 36mph was 8.3% for eastbound drivers and 6.1% for westbound drivers.

Around 2% of all vehicles travelling both east and west were exceeding 40mph, with around 0.2% exceeding 50mph. The monitors also recorded vehicles travelling at more than 60mph including some travelling at speeds greater than 70mph.

In the context of a road passing through the centre of a village, most of which only has a narrow footway on one side, it is clear to see that the volume of traffic and the speed of that traffic is likely to discourage people from undertaking journeys within the village on foot or by bike.

Local Transport Note (LTN) 1/20 provides guidance on the infrastructure required to enable greater levels of cycling in line with the Government’s Gear Change policy. The guidance includes advice on the level of infrastructure required to enable most people to feel comfortable cycling, as set out in the table to the right.

This table shows that for roads subject to a 30mph limit, with traffic volumes in excess of 6,000 vehicles per day, that protected space for cycling is needed to enable most people to cycle comfortably.

Even if a lower speed limit of 20mph was introduced, with a high level of compliance, protected space would still be needed to account for the volume of traffic.

Speed limits on the local road network can be seen overleaf.

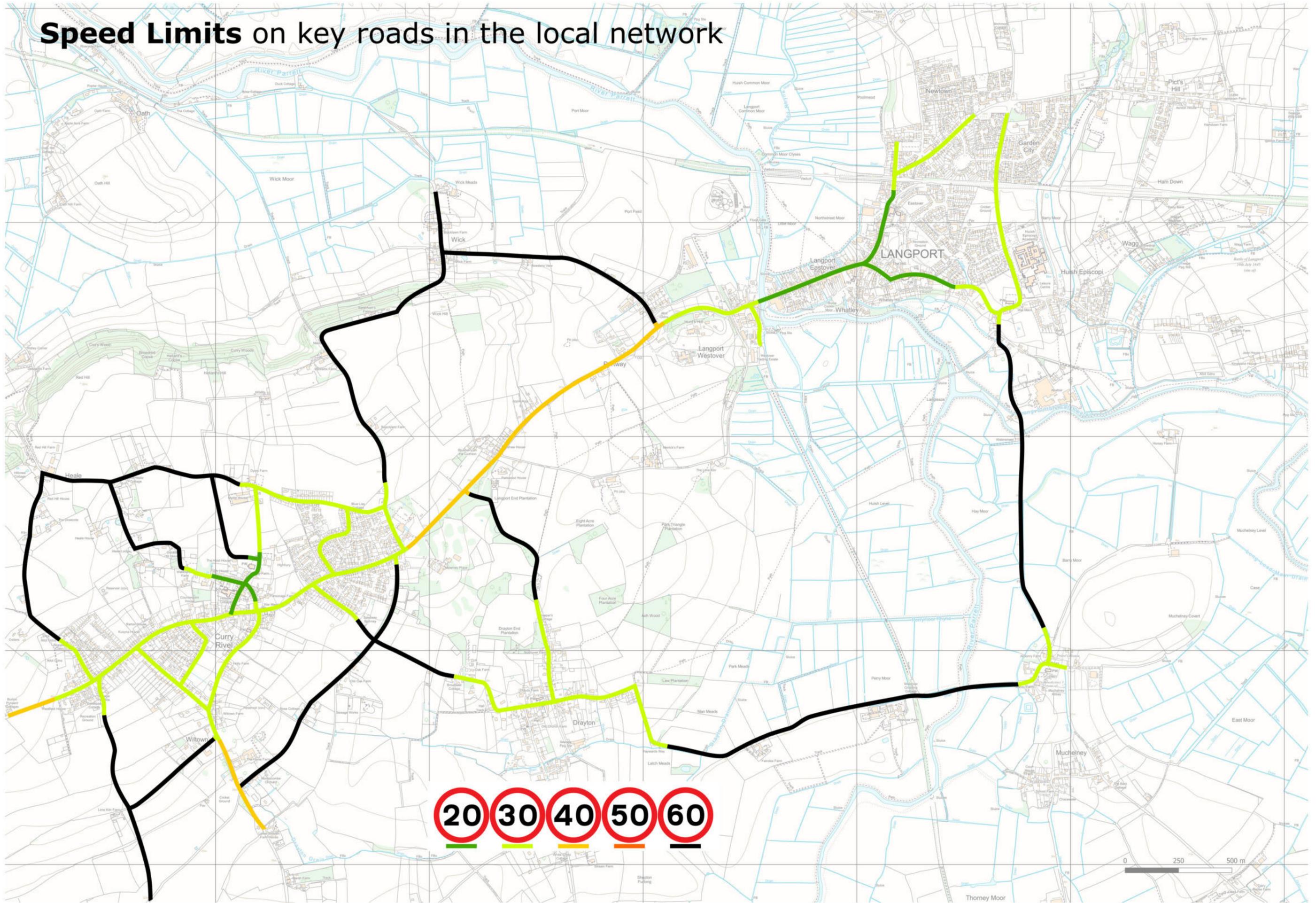


Speed Limit <sup>1</sup>	Motor Traffic Flow (pcu/24 hour) <sup>2</sup>	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph <sup>3</sup>	0	Green	Green	Green	Green	Green
	2000	Green	Green	Green	Green	Green
	4000	Green	Green	Green	Green	Green
30 mph	0	Green	Green	Green	Green	Green
	2000	Green	Green	Green	Green	Green
	4000	Green	Green	Green	Green	Green
40 mph	Any	Green	Yellow	Yellow	Yellow	Yellow
	Any	Green	Yellow	Yellow	Yellow	Yellow
	Any	Green	Yellow	Yellow	Yellow	Yellow
50+ mph	Any	Green	Pink	Pink	Pink	Pink
	Any	Green	Pink	Pink	Pink	Pink
	Any	Green	Pink	Pink	Pink	Pink

■ Provision suitable for most people  
■ Provision not suitable for all people and will exclude some potential users and/or have safety concerns  
■ Provision suitable for few people and will exclude most potential users and/or have safety concerns

**Notes:**  
 1. If the 85<sup>th</sup> percentile speed is more than 10% above the speed limit the next highest speed limit should be applied.  
 2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow.  
 3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day.

# Speed Limits on key roads in the local network



0 250 500 m

### 3.3 Highway Safety

DfT Personal Injury Accident data has been reviewed for the local highway network between Curry Rivel and Langport. The data includes only collisions which result in injury to one or more persons, damage only collisions are not recorded.

During the past 5 years there have been three personal injury accidents recorded on the A378 within Curry Rivel. All three accidents resulted in slight injury. Of the three only one involved a pedestrian in a collision with a goods vehicle, which occurred in April 2017 on the A378 near Church Street.

To the east of Curry Rivel there have been a further six personal injury accidents along the A378 between Currywoods Way and the River Parrett. None of these accidents resulted in injury to pedestrians or cyclists. All but one resulted in slight injury. One accident resulted in serious injury which involved a single vehicle collision near the entrance to the Immacolata care home in the early hours of 13<sup>th</sup> August 2019.

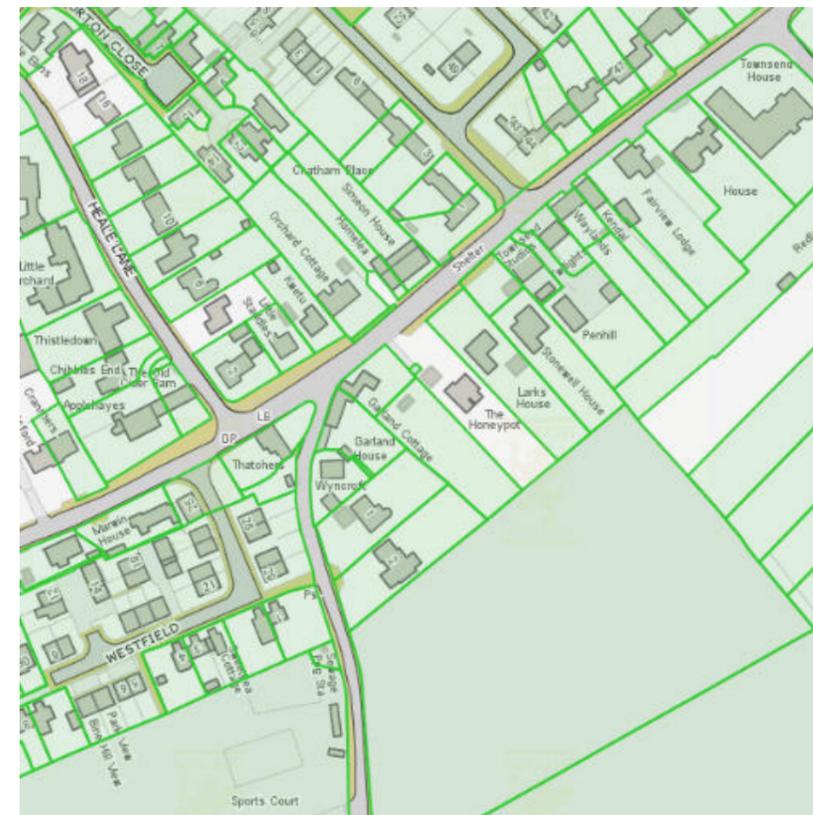


Curry Rivel Parish Council

### 3.4 Adopted Highway Network

Somerset County Council are the local highway authority and are therefore responsible for maintenance and upkeep of the adopted local highway network.

Details of the extent of the adopted highway is being provided by Somerset County Council in order to help identify opportunities for existing footways to be widened into land adjacent to the road. As the project continues and a preferred route is identified detailed highway boundary data will be obtained as necessary.

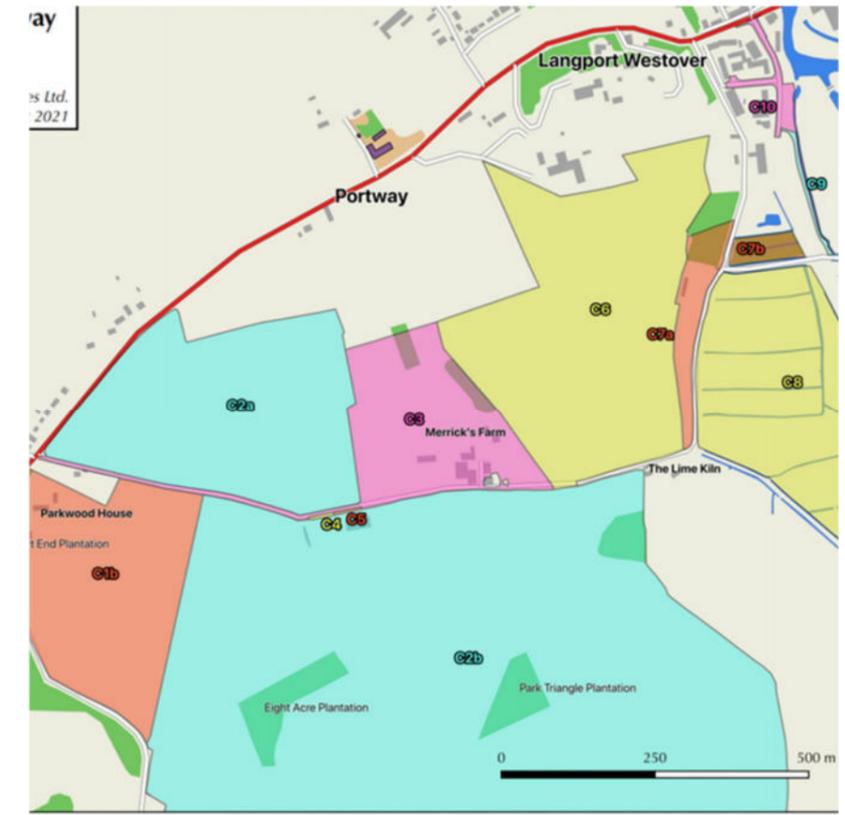


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### 3.5 Land Registry

Where routes are being considered which will pass over land which is not within the ownership of the Local Authority, District or Parish Council, the land registry database has been searched in order to identify the owners so that the working group can engage with them about the project and how they could possibly help with the delivery of new and improved routes.

Even where a new route follows the alignment of an existing public right of way it is usually necessary to engage with landowners if any changes or improvements are proposed.



Active Travel Links  
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## 4 Route options

Based upon ideas provided by the working group, and the findings of this study a range of options have been identified for delivering improvements to the active travel network with Curry Rivel and between the village and the neighbouring settlements of Langport and Huish Episcopi.

The following section contains plans showing potential routing options, with commentary to provide an indication of the type of construction or improvement which might be needed at various points along each route in order to fulfil the aims of the working group.

### 4.1 Section I – Within Curry Rivel

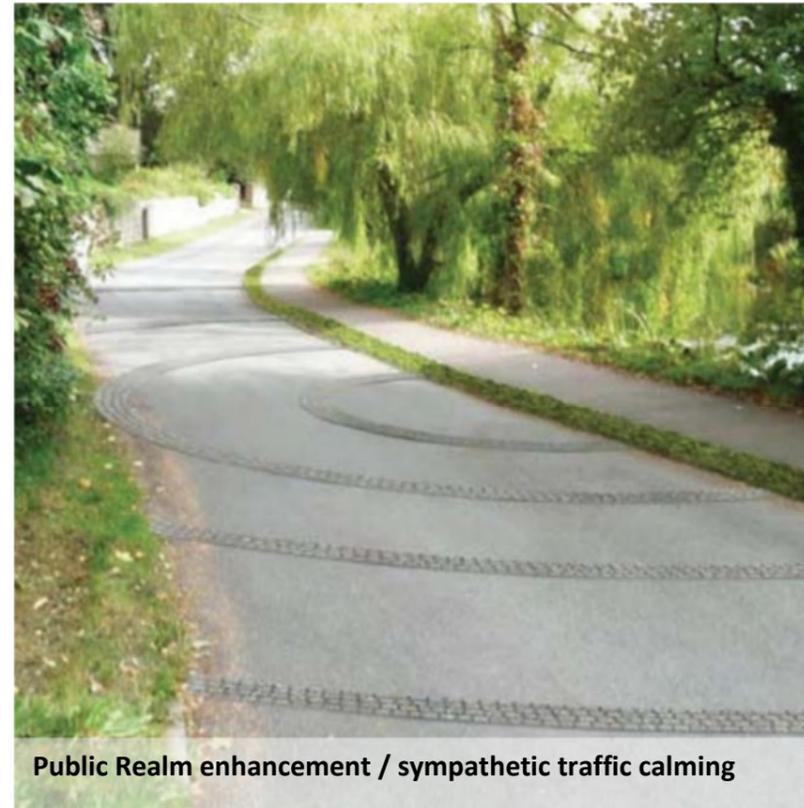
The following plans show four potential strategies for providing high quality walking and cycling routes around the village and connecting with potential routes eastwards from the edge of the village.

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 within these options include new active travel connections parallel to the A378, lower speed limits, prohibition of motor vehicles on some routes and a range of measures which could collectively be grouped as traffic in villages interventions.

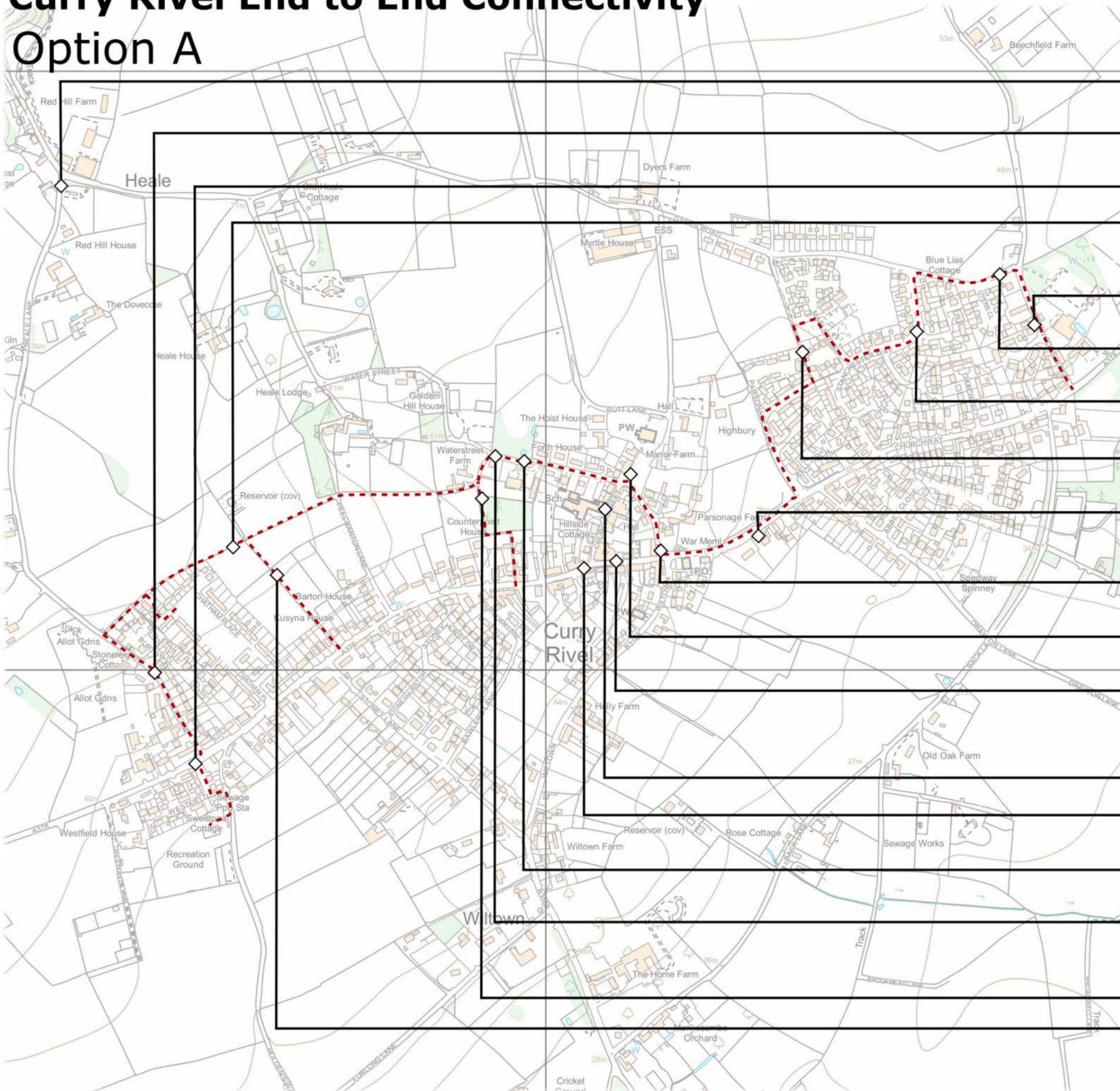
Traffic in villages is a document produced by Hamilton Baillie Associates on behalf of Dorset Area of Outstanding Natural Beauty in 2011. The document set out a number of approaches to ameliorate the impact of motor vehicles passing through villages.

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.



# Curry Rivel End to End Connectivity

## Option A



Prohibit use of Heale Lane by motor vehicles except for access to minimise volume of traffic at southern end.

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 of 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.

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

Extend footway along Dyers Road to junction with Currywoods Way.

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

Convert existing footpath to shared use facility in order to provide connection between Parsonage Place and Maple Road.

Widen footway along A378 using land at Parsonage Farm to provide a 3.0 - 4.0m wide shared footway/cycleway along the northern side of the A378.

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

Public realm enhancements introduced around village green to reduce vehicle speeds and improve the sense of place here.

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

Close Church Street to traffic past the school.

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

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

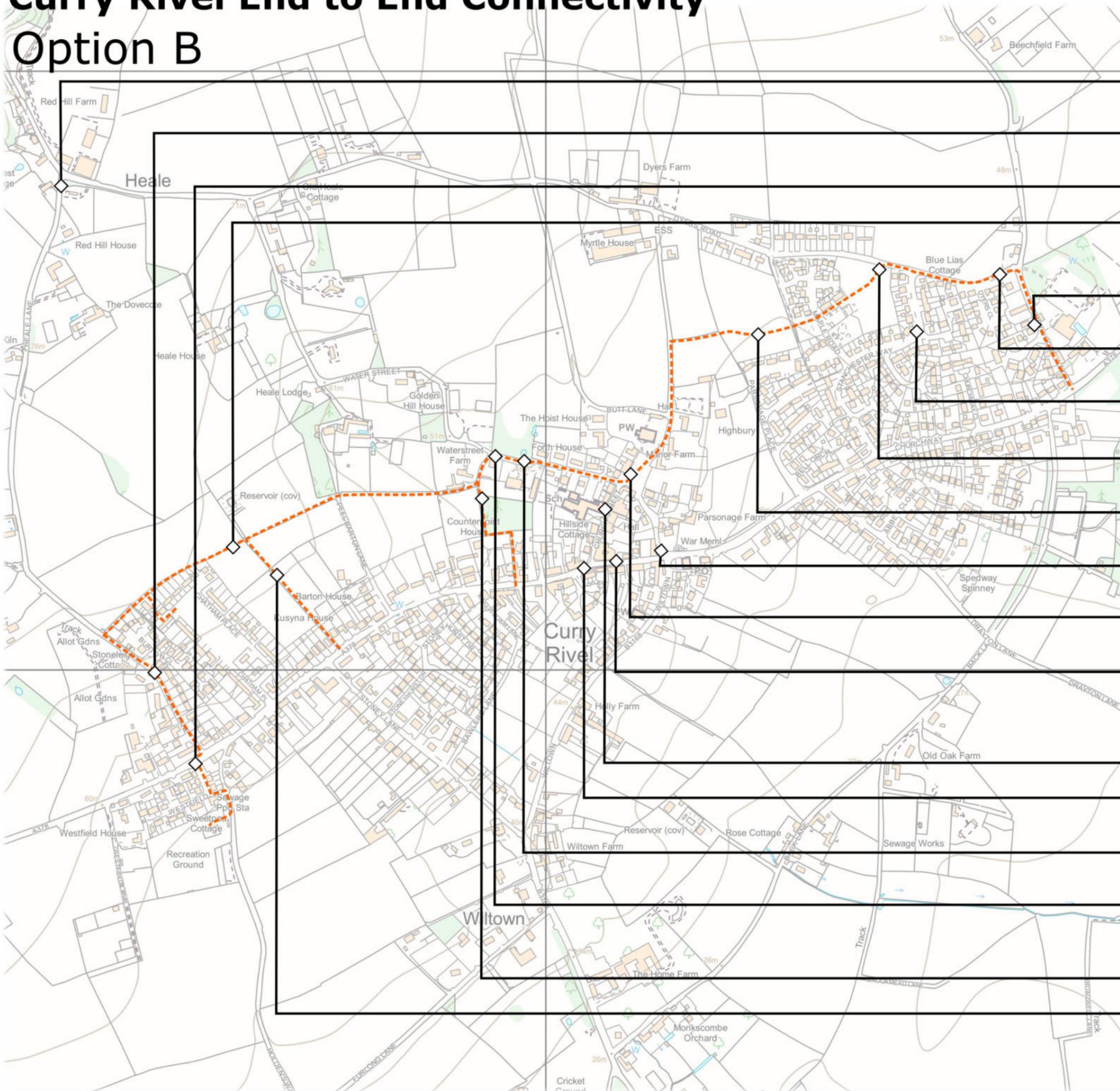
Extend the existing 20mph limit to beyond Waterstreet Farm access, and introduce a virtual footway to connect to existing footway.

Provide all weather surfacing along PRow L9/32.

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.

# Curry Rivel End to End Connectivity

## Option B



Prohibit use of Heale Lane by motor vehicles except for access to minimise volume of traffic at southern end.

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 of the A378

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

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

Extend footway along Dyers Road to junction with Currywoods Way.

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

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

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

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

Public realm enhancements introduced around village green to reduce vehicle speeds and improve the sense of place here.

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

Close Church Street to traffic past the school.

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

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

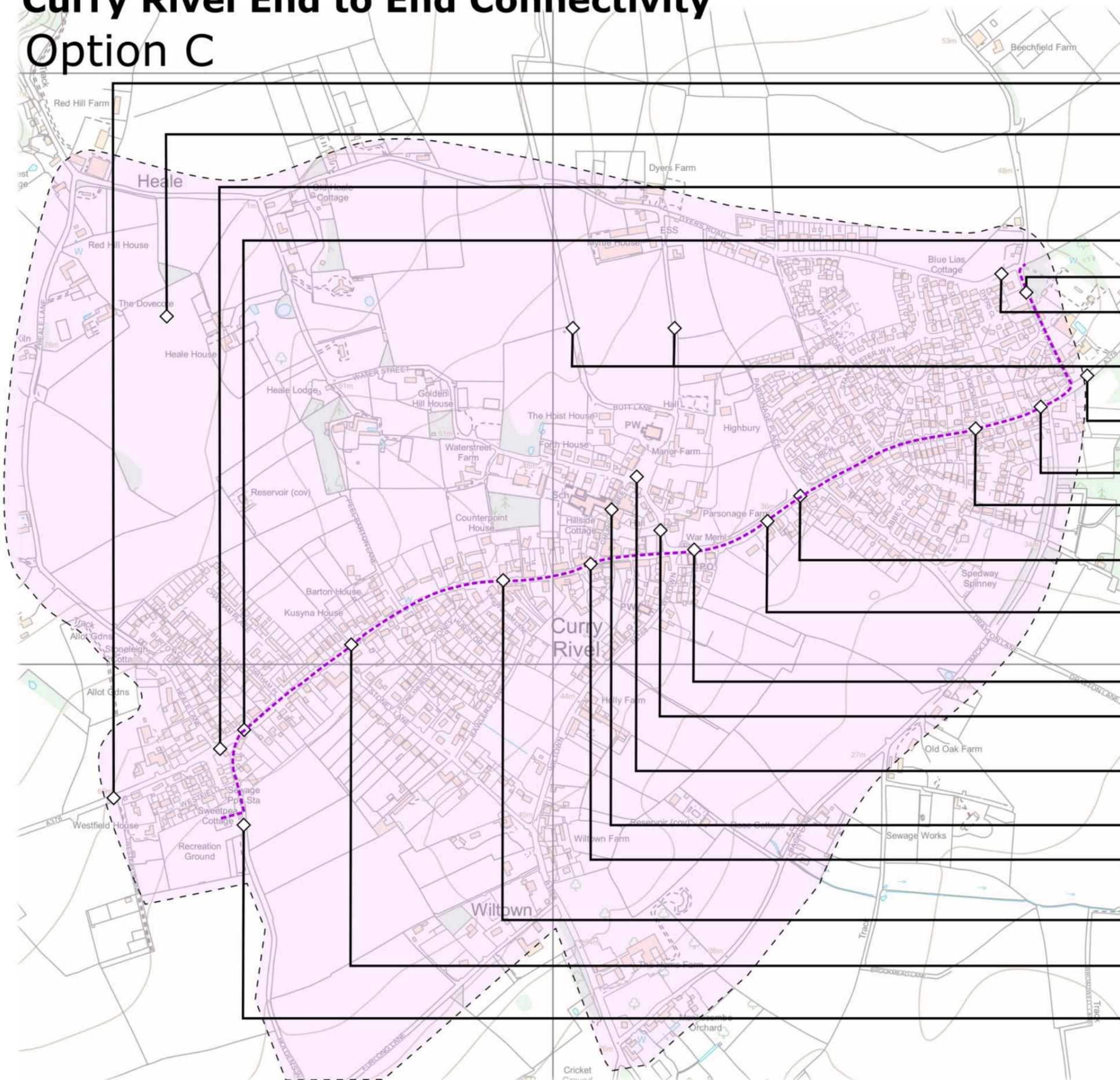
Extend the existing 20mph limit to beyond Waterstreet Farm access, and introduce a virtual footway to connect to existing footway.

Provide all weather surfacing along PRow L9/32.

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.

# Curry Rivet End to End Connectivity

## Option C



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.

New signal controlled crossing near Holden's Way to provide improved access to recreation ground.

Centre line removal along length of A378 through village.

Introduce traffic calming features along Currywoods Way.

Extend footway along Dyers Road to junction with Currywoods Way.

Make Butt Lane one-way southbound and Church Road one-way northbound to reduce conflict.

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

Introduce controlled crossing over A378 near Brickwall Lane.

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

Inner gateway to signal approach to village centre at junction with Parsonage Place.

Widen footway into land at Parsonage Farm to provide a minimum footway width of 3.0m between Parsonage Place and Church Road.

Create public realm feature around war memorial.

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

Public realm enhancements introduced around village green to reduce vehicle speeds and improve the sense of place here.

Close Church Street to traffic past the school.

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

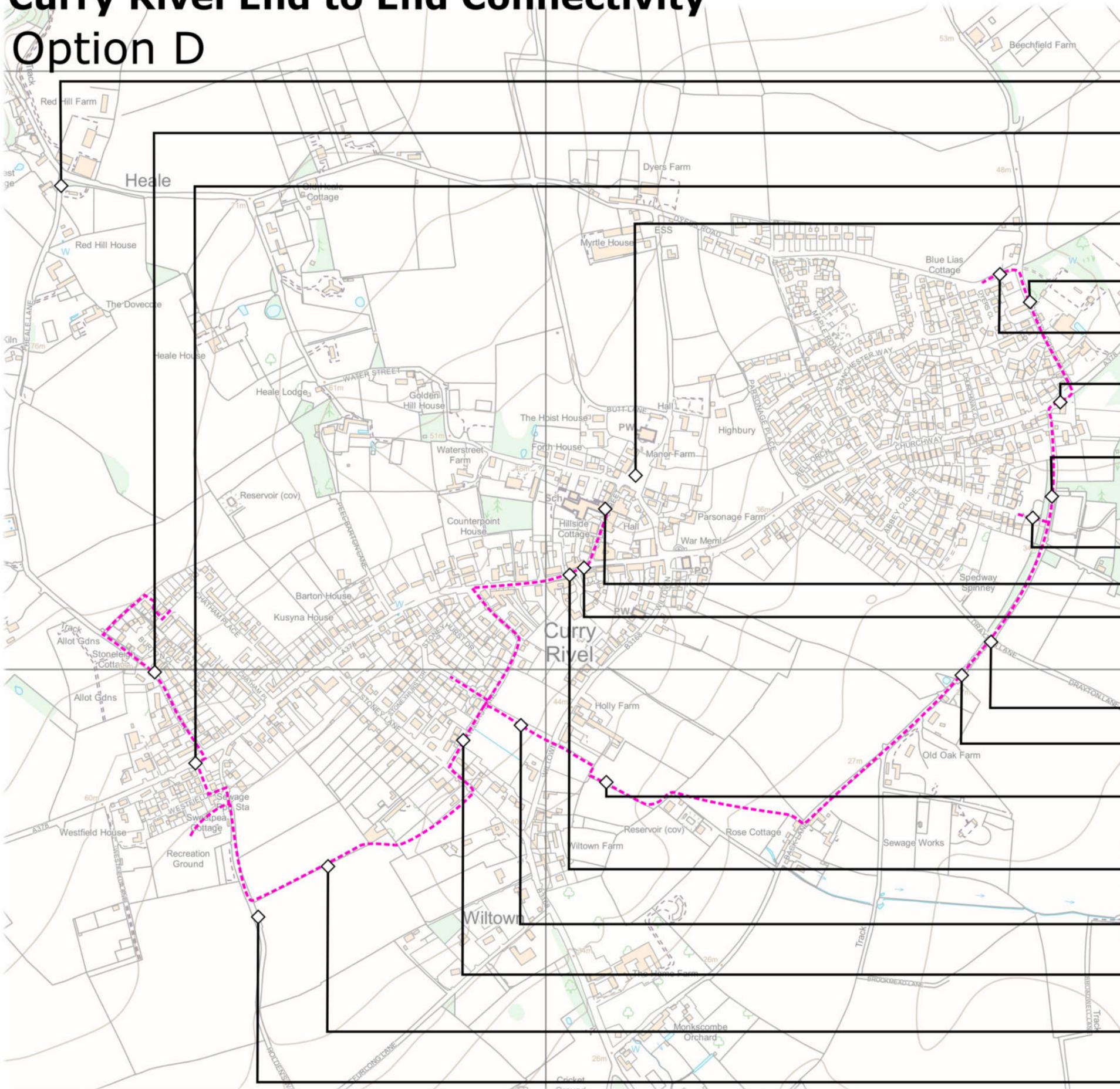
Inner gateway to signal approach to village centre near junction with King William Lane.

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

Close Holden's Way to traffic south of recreation ground.

# Curry Rivel End to End Connectivity

## Option D



Prohibit use of Heale Lane by motor vehicles except for access to minimise volume of traffic at southern end.

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 of the A378.

Public realm enhancements introduced around village green to reduce vehicle speeds and improve the sense of place here.

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

Extend footway along Dyers Road to junction with Currywoods Way.

Introduce new gateway feature on the A378 between Currywoods Way and Brickwall Lane to slow vehicles down and improve ease of crossing.

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.

Close Church Street to traffic past the school.

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.

Junction treatment to slow vehicles down.

Prohibit motor vehicles on Back Lane except for access to reduce potential conflict between vehicles and active travellers.

Introduce a new active travel route 3.0m wide min. following the alignment of the existing PRoW to link Back Lane with Wiltown and then on to King William Lane.

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

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

Prohibition of motor vehicles along King William Lane, introduce 20mph speed limit.

New active travel link 3.0m wide min. between Stoney Lane and Holden's Way.

Close Holden's Way to traffic south of recreation ground.

## 4.2 Section 2 –Curry Rivel to Park Lane

The following plans show five potential strategies for providing quality walking, cycling and horse-riding routes between the eastern end of the village and the area around Park Lane as part of a longer route to Langport and Huish Episcopi.

The proposals include the introduction of new active travel routes which are wide enough to comfortably cater for the range of users, and which are constructed so that they can be used in all weathers and by those who rely on a wheelchair or mobility scooter to move around.

Typically, these active travel routes will provide a 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 corridor width of 4.0m. 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.

Once the route is determined, opportunities to introduce seating and rest areas along the route can 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.

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.

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. They also make life more difficult for people with pushchairs, or those who ride cargo bikes and tandems. 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



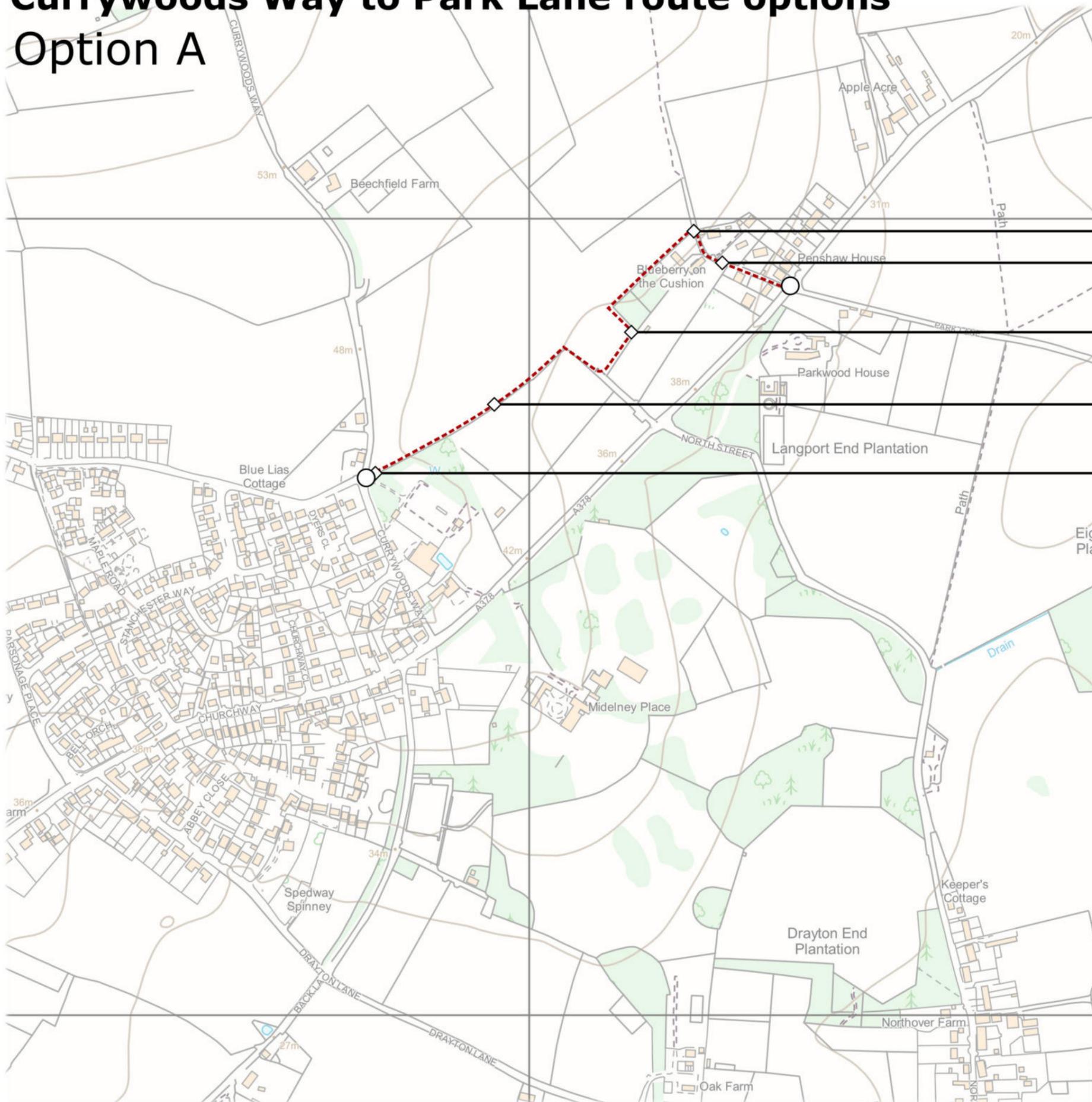
Wide multi-user path with a bound surface



Surface dressing and natural stone softens path appearance

# Currywoods Way to Park Lane route options

## Option A



New level access formed through hedge.

Route follows alignment of existing footpath L9/26 which passes along an unadopted track serving a small number of homes.

Path would ideally follow a straight alignment across the field, but could be diverted around the eastern boundary.

New 3.0m wide (min) active travel route formed along eastern edge of field, with stock-proof fencing installed between the path and the remaining field.

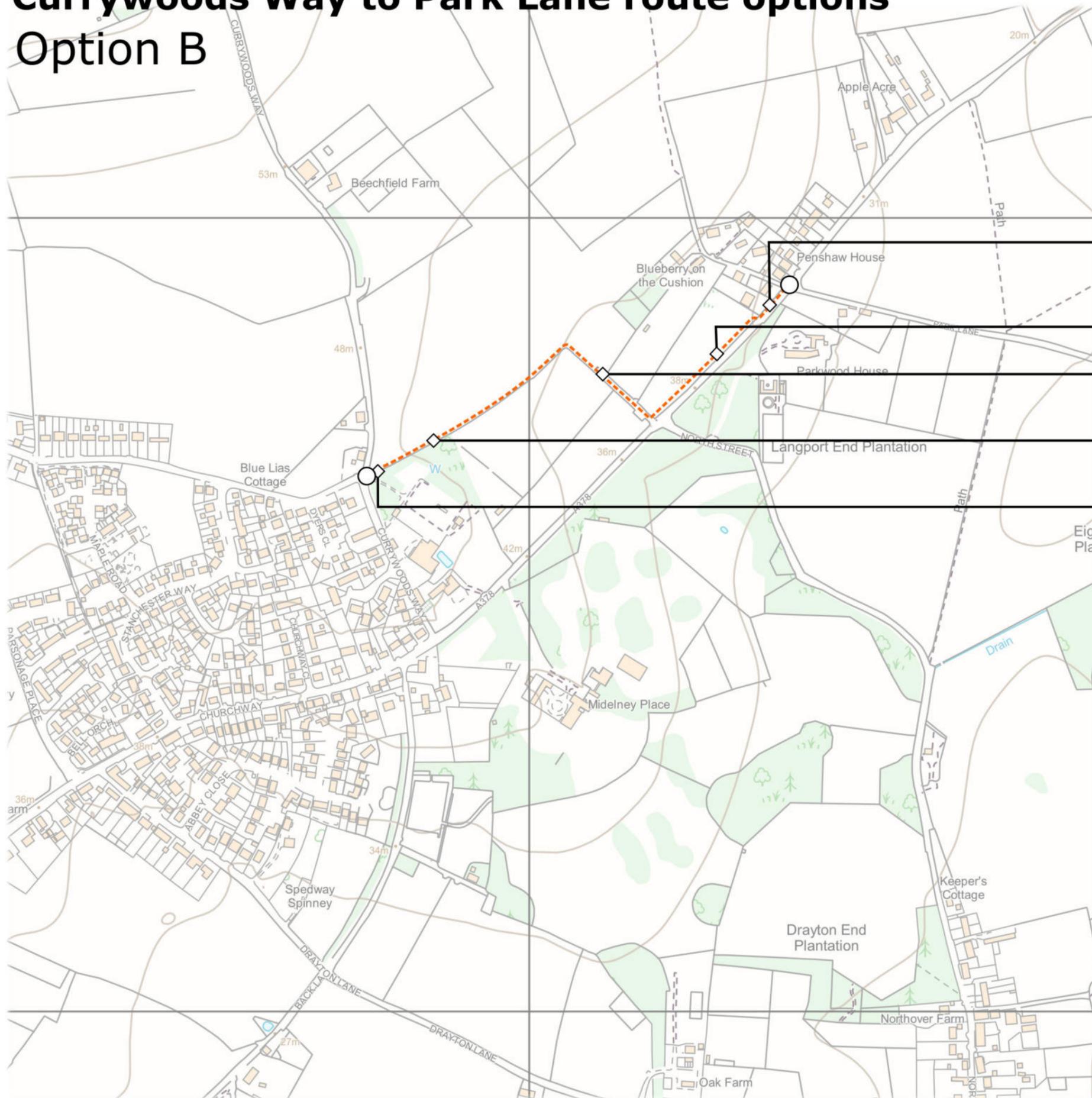
Field access arrangement revised to ensure large agricultural vehicles, such as combine harvesters can still access field via existing opening on to Currywoods Way.

Example 3.0m wide shared footway & cycleway constructed through agricultural land adjacent to a railway line. Stock proof fencing separates path from adjacent field



# Currywoods Way to Park Lane route options

## Option B



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.

Route exits field onto Gypsy Drove and proceeds eastwards towards the A378. Gypsy Drove will need to be resurfaced to make it suitable for all weather use.

New 3.0m wide (min) active travel route formed along eastern edge of field, with stock-proof fencing installed between the path and the remaining field.

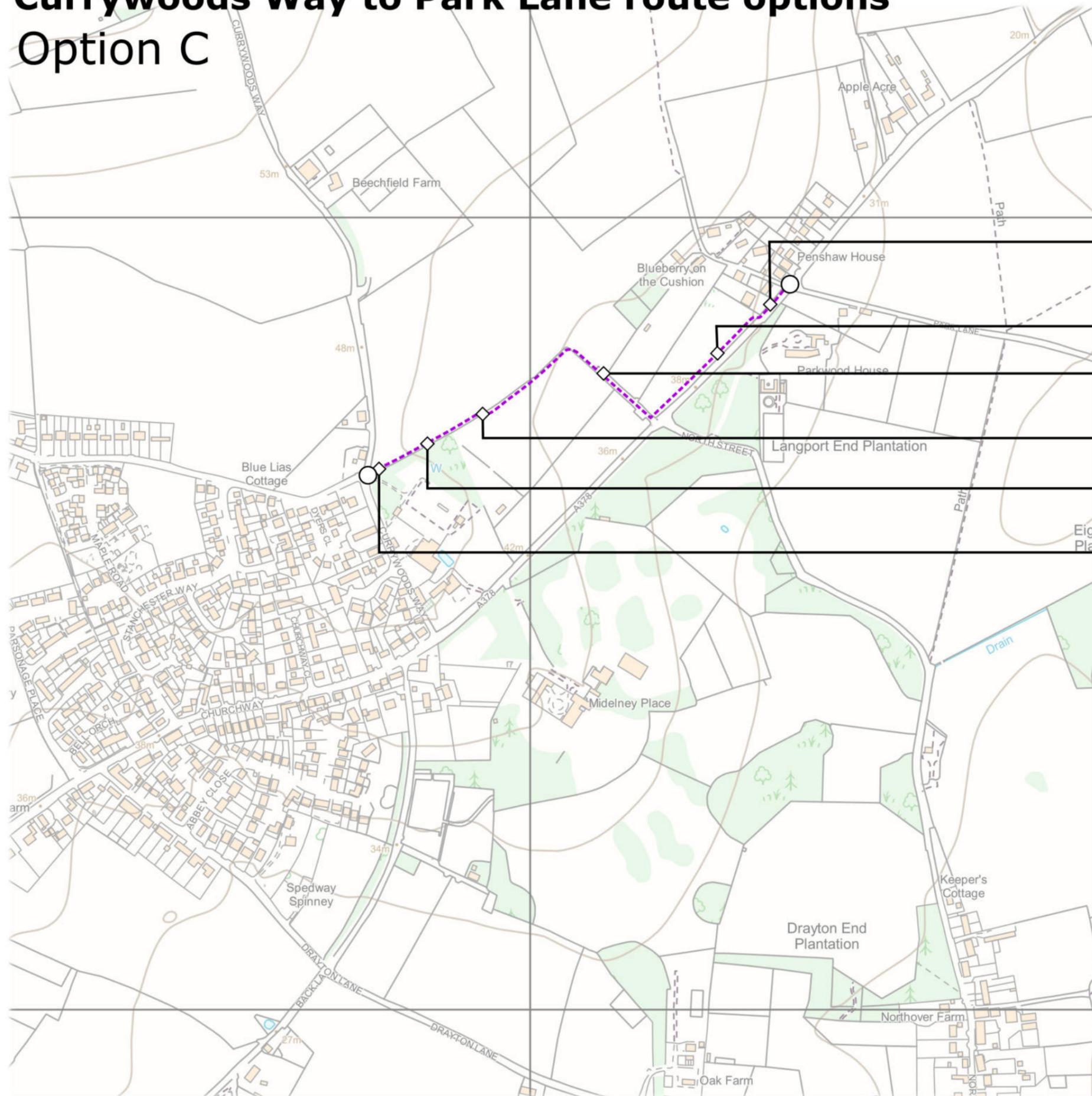
Field access arrangement revised to ensure large agricultural vehicles, such as combine harvesters can still access field via existing opening on to Currywoods Way.

Example 3.0m wide shared footway & cycleway constructed along a green corridor between two hedgerows.



# Currywoods Way to Park Lane route options

## Option C



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.

Route exits field onto Gypsy Drive and proceeds eastwards towards the A378. Gypsy Drive will need to be resurfaced to make it suitable for all weather use.

Route crosses hedge and continues along western edge of neighbouring field.

New 3.0m wide (min) active travel route formed along eastern edge of field, with stock-proof fencing installed between the path and the remaining field.

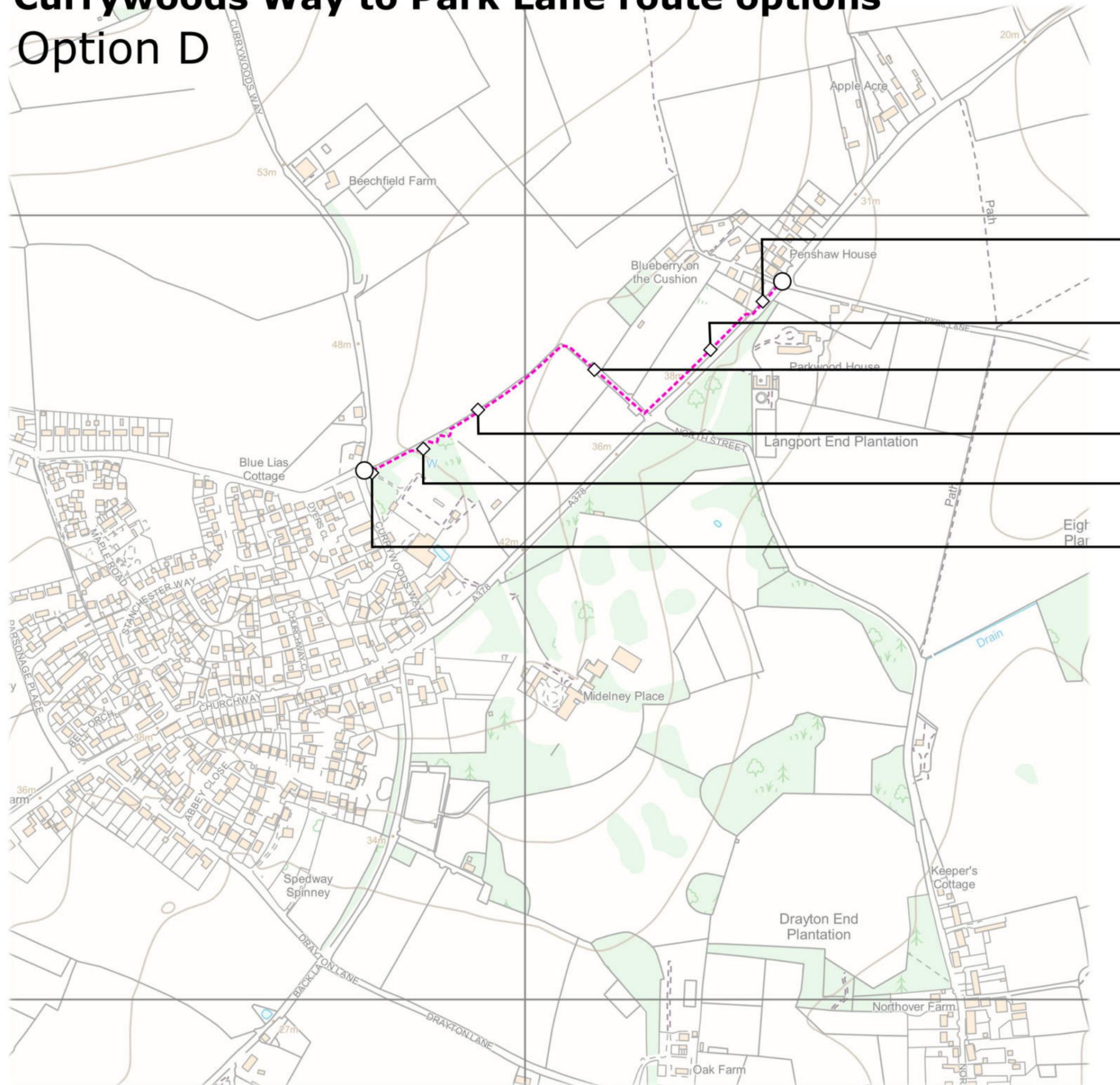
Field access arrangement revised to ensure large agricultural vehicles, such as combine harvesters can still access field via existing opening on to Currywoods Way.

Example of a rural modal filter, which could be introduced on Gypsy Drive to control vehicle access, without impeding riders.



# Currywoods Way to Park Lane route options

## Option D



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.

Route exits field onto Gypsy Drive and proceeds eastwards towards the A378. Gypsy Drive will need to be resurfaced to make it suitable for all weather use.

Route continues along western edge of neighbouring field, with stock-proof fence to separate the path from the field.

To avoid loss of mature trees, the path would need to meander through woodland. The proximity of the path to tree root zones may require no dig construction, possibly with unbound surface.

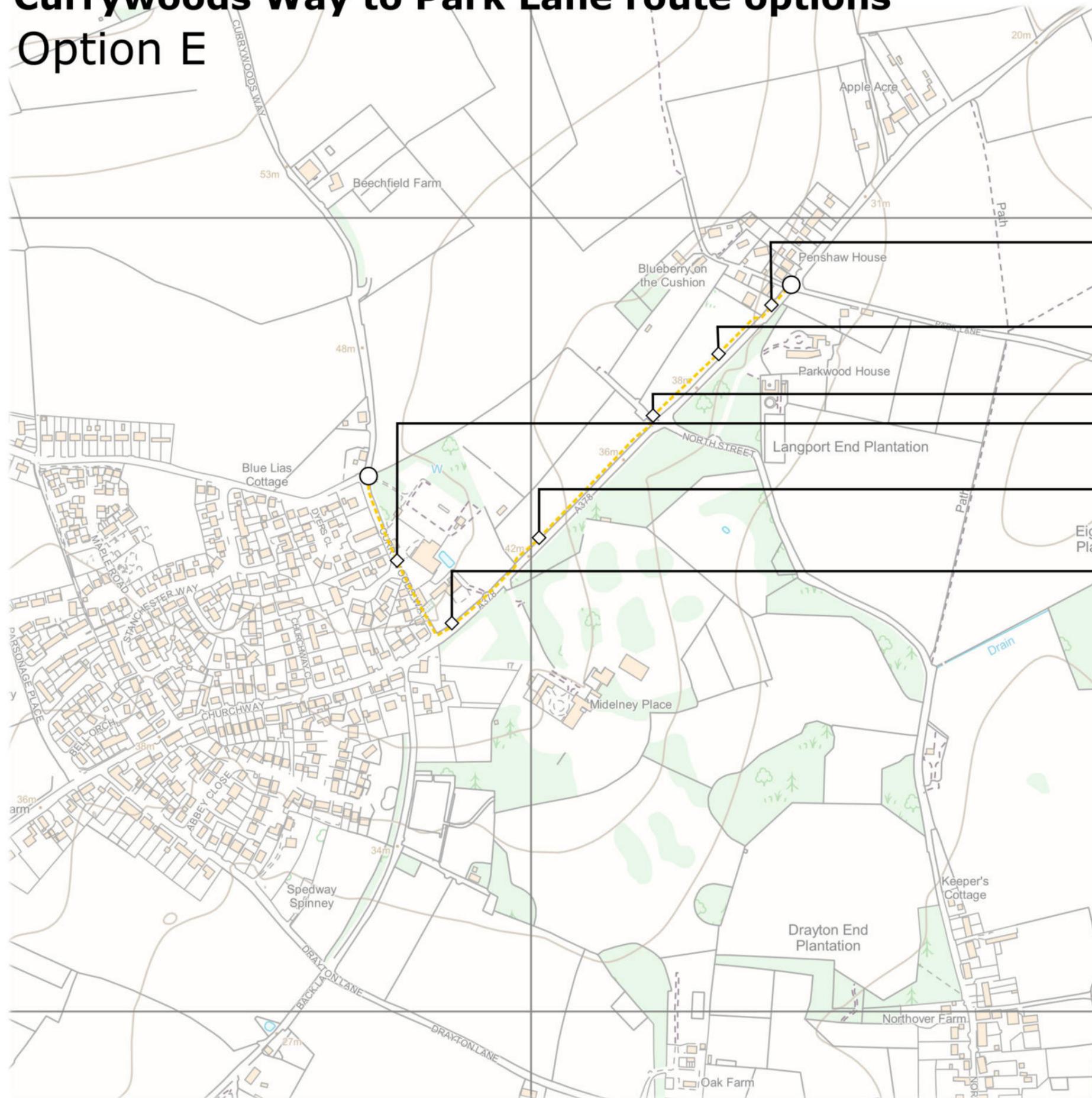
Historic access on to Currywoods Way reopened to provide connection to new 3.0m wide (min) active travel route along western boundary of field.

Example of an unbound active travel route introduced through existing woodland. Route is not attractive during inclement weather as surface becomes muddy.



# 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.



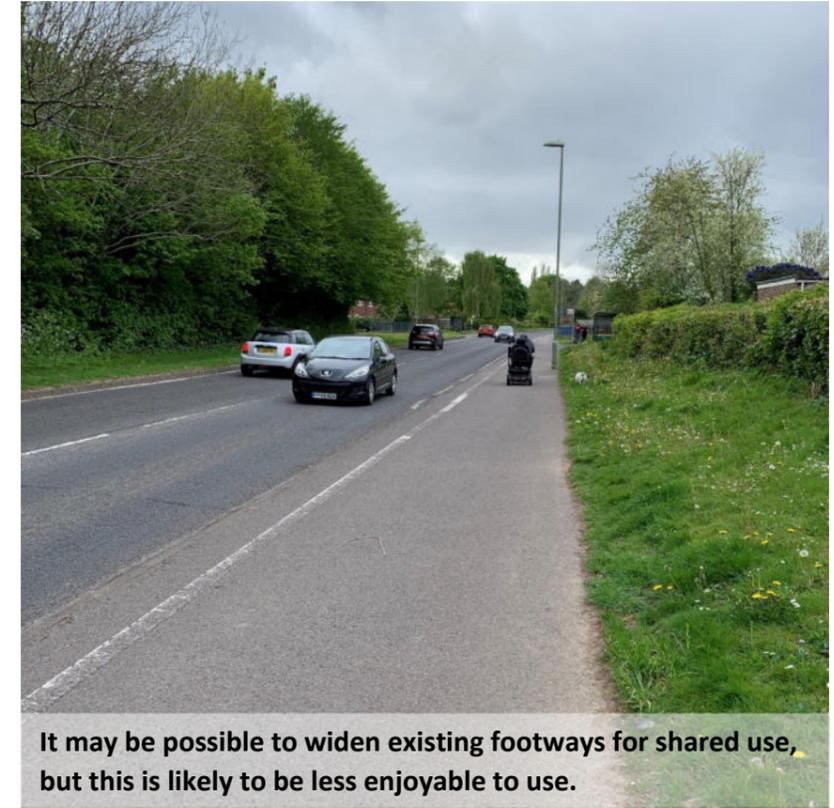
### 4.3 Section 3 –Park Lane to Langport & Huish Episcopi

As with the proposals for section 2, the options for this section of route between Park Lane and the edges of Langport and Huish Episcopi include consideration of new active travel routes across farmland.

There are also options which incorporate existing tracks, droves and byways to provide a suitable route with a minimum of disturbance to agricultural land and potentially a lower cost of delivery.

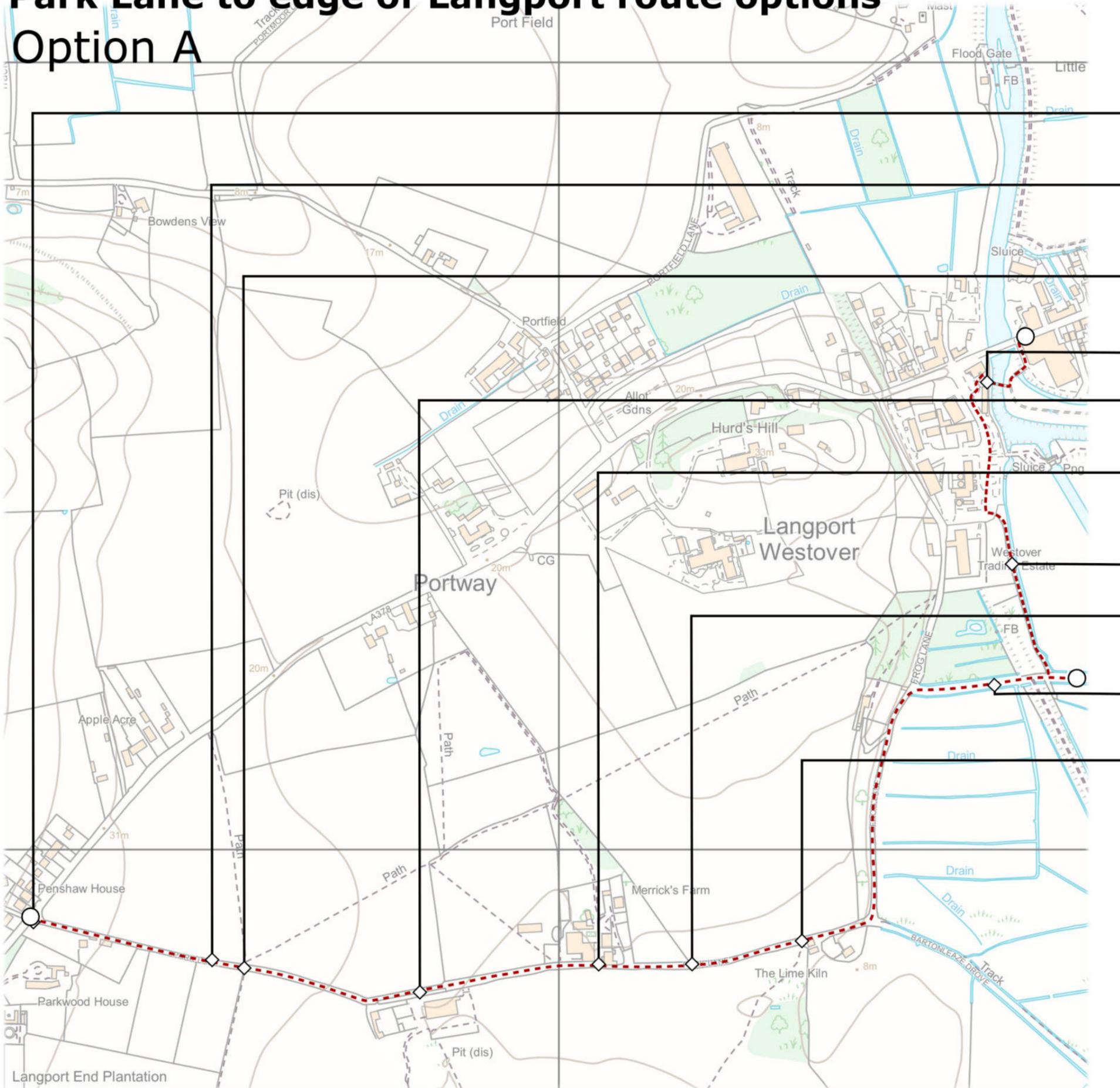
These routes do not currently benefit from a bound surface and are in a poor state of repair and will require remediation before being resurfaced with a bound material.

Many of these routes are used for access to private properties and agricultural land holding, so any access control along these routes will need to allow for occasional access by motor vehicles.



# Park Lane to edge of Langport route options

## Option A



New Toucan Crossing provided over the A378 with connection to first section of the active travel route, likely to require additional land either side of Park Lane junction.

Route passes along Park Lane (subject to confirmation of right of way). The lane will require repair and the introduction of a flexible surface to enable use by vehicles (including agricultural vehicles) alongside pedestrian, cyclists and horse riders.

Improve access to existing Public Rights of Way to make these routes more accessible to those with mobility issues. Consider replacing stiles with level access, self closing gates.

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

Passing places will need to be provided at various locations along Park Lane to allow vehicles to pass active travellers. This is likely to require additional land adjacent to Park Lane.

Subject to confirmation of there being a Public Right of Way here, the route passes close to private properties at Merrick's Farm. Signage and other mitigation may be required to minimise disturbance to occupiers.

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

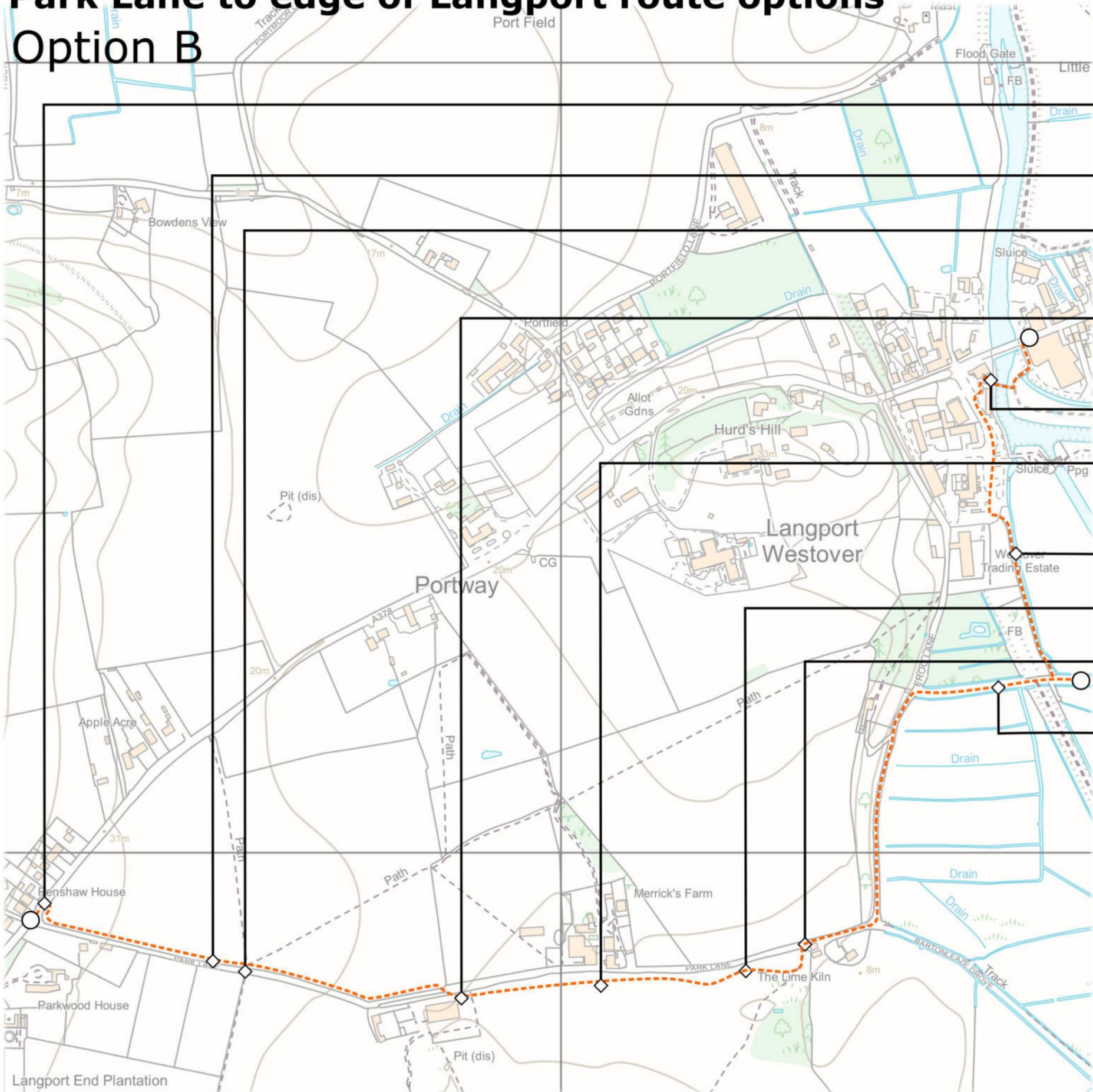
New gate introduced to allow pedestrians, cyclists and horse riders to pass along Park Lane unimpeded, but to prevent private vehicles using the route.

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

Route continues along Park Lane and continues north east to Huish Drove. Route will need to be repaired and resurfaced to a standard suitable for sharing with agricultural vehicles.

# 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.

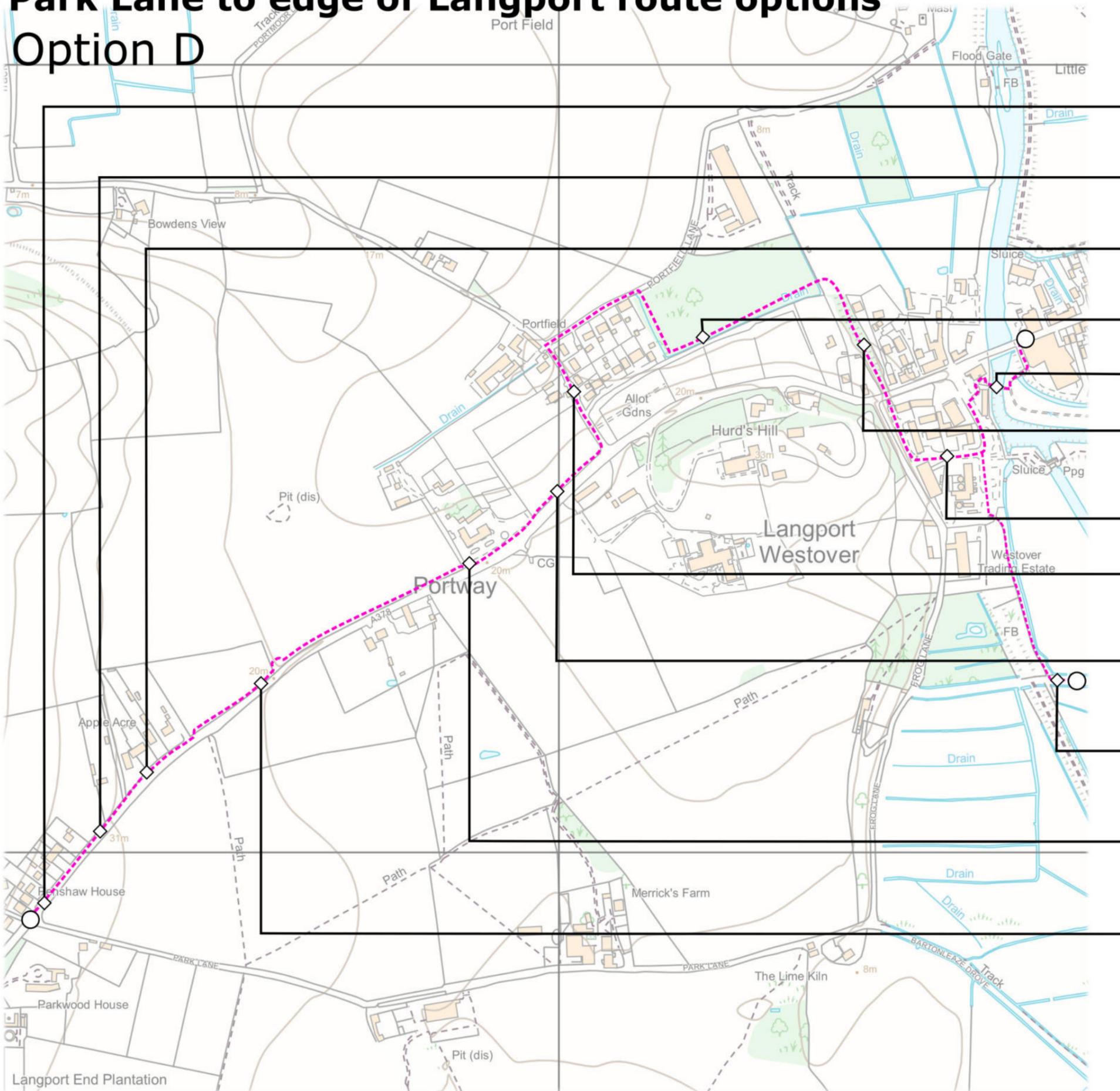
Route re-joins Park Lane and continues north east to Huish Drive. Route will need to be repaired and resurfaced to a standard suitable for sharing with agricultural vehicles.

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



# Park Lane to edge of Langport route options

## Option D



Route continues along north side of the A378 as a 3.0m wide shared path. Requires a mix of widening into the verge and carriageway narrowing.

Steepest section of path coincides with one of the narrowest street sections, likely to result in narrower path or requirement for land adjacent to the road corridor in this location.

Route continues along north side of the A378 as a 3.0m wide shared path. Requires a mix of widening into the verge and carriageway narrowing.

New 3.0m wide (min) shared path constructed across private land to access former railway alignment.

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

Former railway alignment repurposed to provide a traffic free route beneath the A378. Likely to require land within multiple ownerships, although alignment is protected from development by local plan policies.

Route connects to Parrett Cycleway to NCN 339, and offers onward connections to Bow Street and Huish Drive.

Route rejoins carriageway and passes along Wick Lane and along Portfield Lane. Wick Lane forms part of National Cycle Route 339. Users would be required to share the carriageway with vehicles.

Existing hedgerow adjacent to carriageway need to be managed back to allow path to be widened to the rear. Some additional land may be required to deliver appropriate standard of path without impacting upon mature trees.

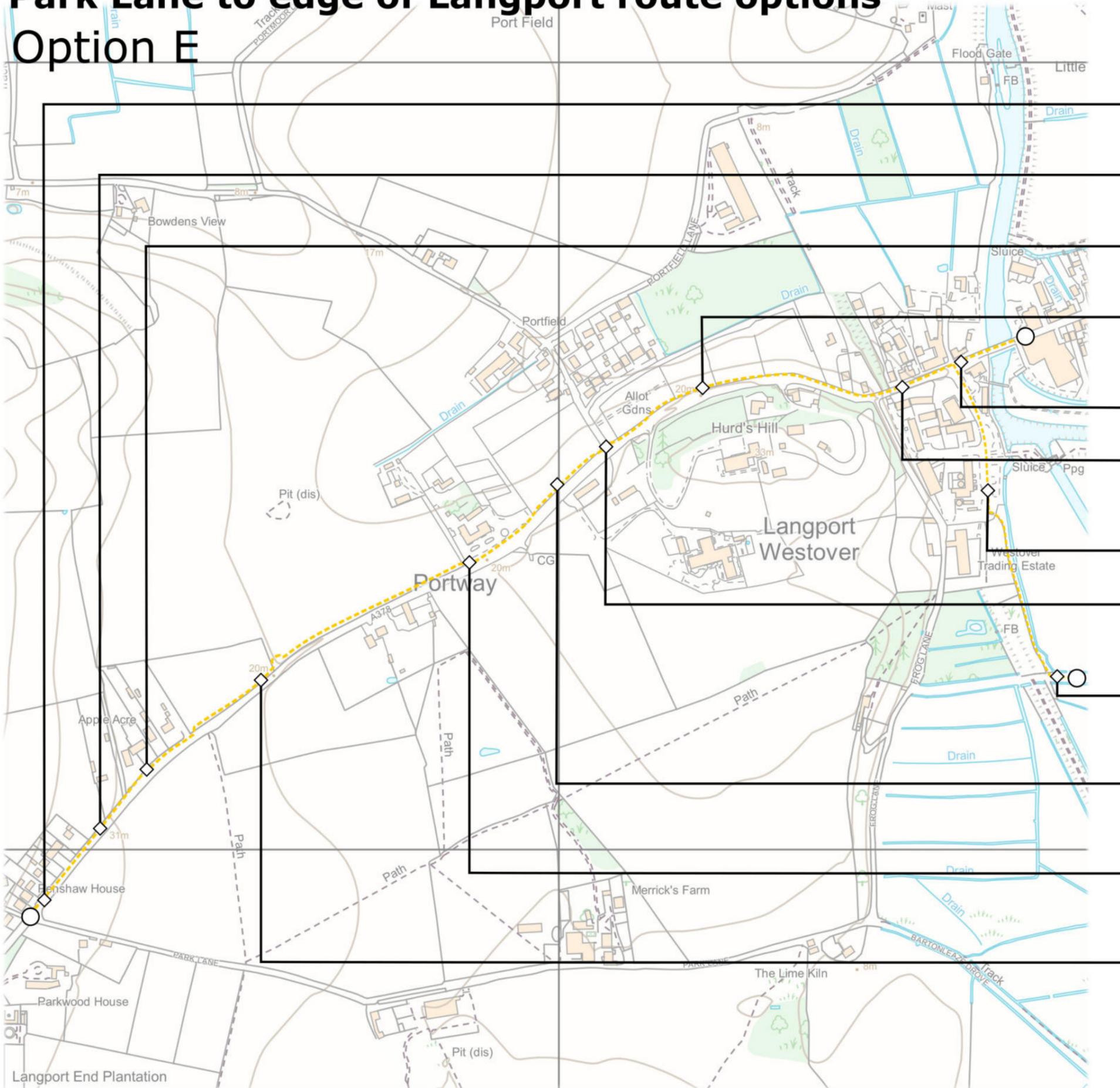
Route follows Huish Drive towards Huish Episcopi. Some of the Drive will need to be repaired and resurfaced to a standard suitable for sharing with agricultural vehicles, although to a lesser extent than other route options.

The path rejoins existing footpath along the edge of carriageway, and continues east. Mature trees adjacent to existing footway may limit opportunities to widen path into verge, potentially requiring carriageway narrowing.

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

# Park Lane to edge of Langport route options

## Option E



Route continues along north side of the A378 as a 3.0m wide shared path. Requires a mix of widening into the verge and carriageway narrowing.

Steepest section of path coincides with one of the narrowest street sections, likely to result in narrower path or requirement for land adjacent to the road corridor in this location.

Route continues along north side of the A378 as a 3.0m wide shared path. Requires a mix of widening into the verge and carriageway narrowing.

Widening existing footway to a standard suitable for even shared use will be challenging around Hurd's Hill due to proximity of mature trees to the carriageway and back edge of footway, plus the difference in level between the carriageway and footway.

New signal controlled crossing required on east side of access to Westover Trading Estate.

Carriageway width constrained by railway bridge structure. Either cyclists would need to rejoin carriageway or carriageway would need to be reduced to a single lane with shuttle working, which is likely to impact upon capacity.

Route connects to Parrett Cycleway to NCN 339, and offers onward connections to Bow Street and Huish Drive.

Narrow junction of A378 with Wick Lane to improve ease of crossing. Section of route to the east would be shared with National Cycle Route 339 which currently runs along the carriageway.

Route follows Huish Drive towards Huish Episcopi. Some of the Drive will need to be repaired and resurfaced to a standard suitable for sharing with agricultural vehicles, although to a lesser extent than other route options.

Existing hedgerow adjacent to carriageway need to be managed back to allow path to be widened to the rear. Some additional land may be required to deliver appropriate standard of path without impacting upon mature trees.

The path rejoins existing footpath along the edge of carriageway, and continues east. Mature trees adjacent to existing footway may limit opportunities to widen path into verge, potentially requiring carriageway narrowing.

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

#### 4.4 Section 4 –within Langport and Huish Episcopi

Once the edge of the main settlement is reached it is important to consider how pedestrians and cyclists will be able to travel safely along the final few hundred metres to the various destinations within Langport and Huish Episcopi.

With a denser built form, the challenge of introducing new traffic free routes is exacerbated, and cycles (and sometimes also pedestrians) will need to share existing vehicle routes in places. Where there is no choice but to adopt a shared route approach, mitigation in the form of traffic calming and modal filtering should be considered in order to reduce traffic volumes and speeds.

In addition to the urban form, topography plays a role in the provision of suitable routes across town. The Hill is a prominence within Langport which separates the high street from other key destinations such as the school and leisure centre.

As with the proposals for other sections of the route, the options for this section of route within Langport and Huish Episcopi include consideration of new active travel routes across third party land.

There are also options where existing footpaths are proposed to be widened resurfaced and converted to bridleways to allow use by pedestrians and cyclists.



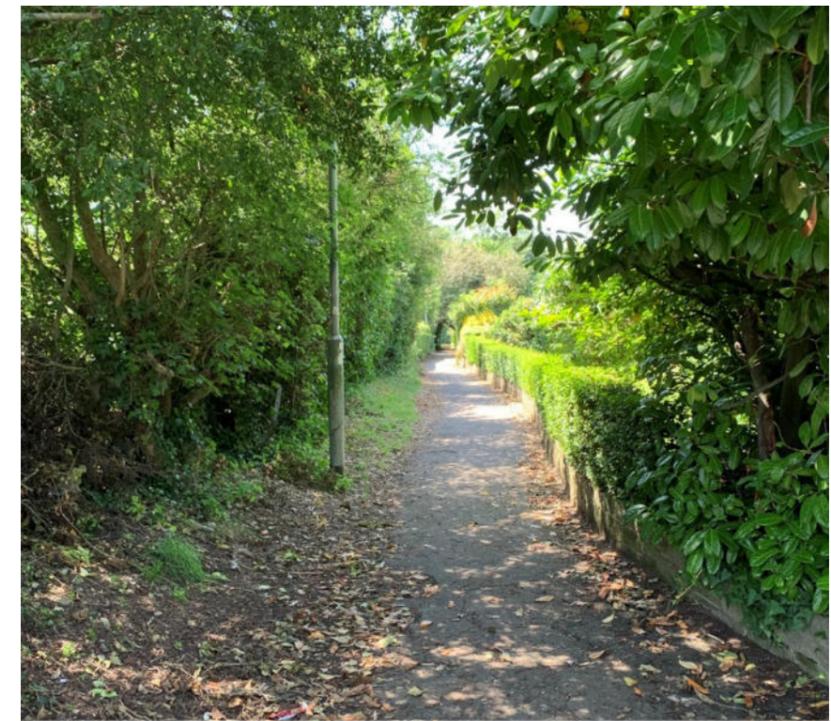
**The roads at the eastern end of Huish Drove need significant mitigation in order to be considered a safe route to school.**



**Traffic volumes and speeds on the A378 Bow Street/Cheapside are likely to discourage many people from cycling**



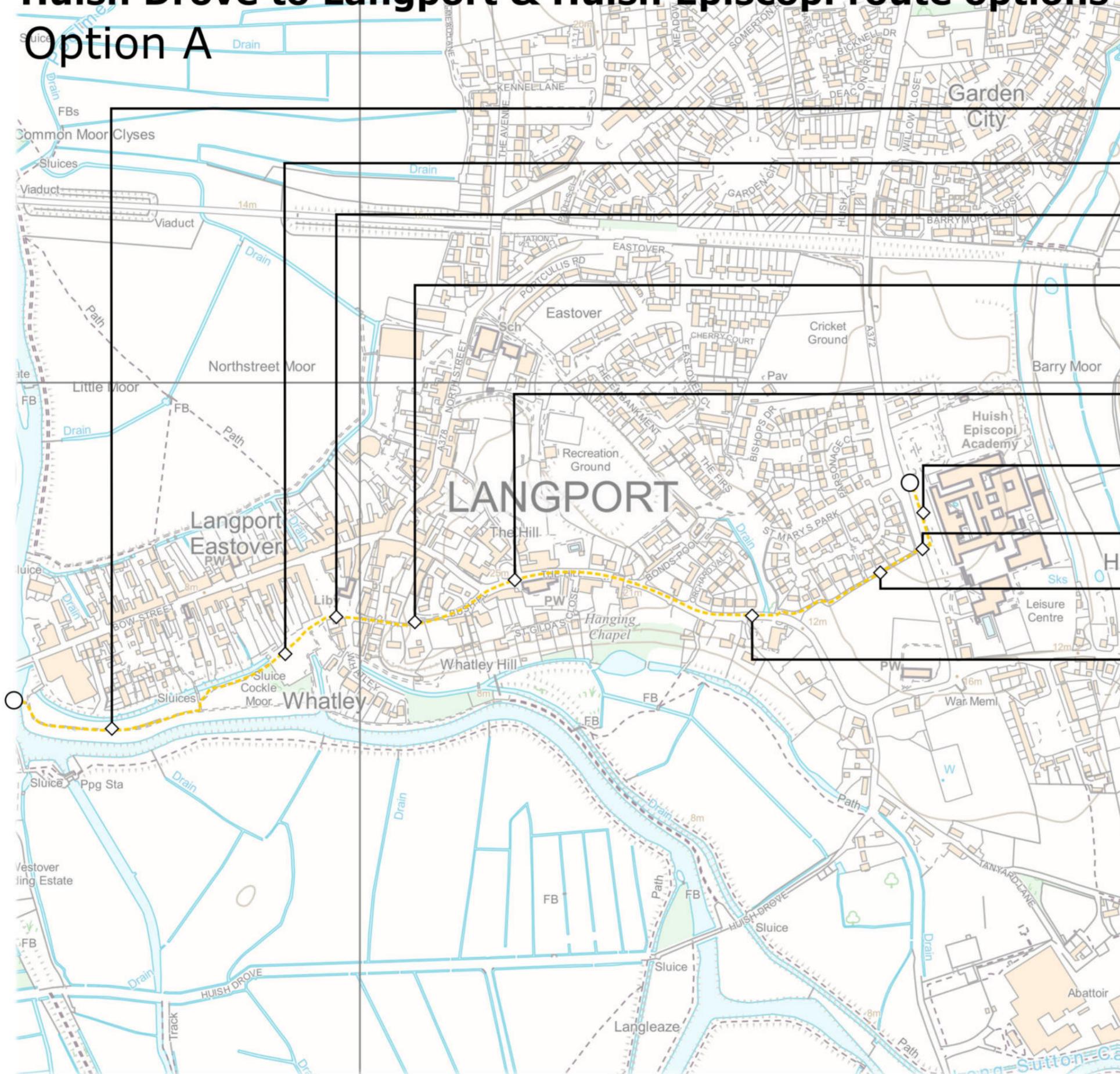
**The surface of the riverside path is unsuitable for all weather shared use and should be widened to at least 3.0m**



**The existing path adjacent to St. Mary's Park could be upgraded to form a suitable walking and cycling route**

# Huish Drove to Langport & Huish Episcopi route options

## Option A



Route crosses River Parrett Bridge and flows the existing path along the riverside to the main town car park.

Consider marking a virtual pedestrian/cycle route across car park to minimise conflict with vehicles.

Widen footway at southern end of Parrett Close to provide a walking and cycling route between the car park and the bottom of Whatley Lane.

The route follows PRoW L20/10 between Whatley Lane and Bush Place. The route is currently a footway, requiring cyclists to dismount, which should be reviewed and the impact of existing barriers on the path should be reconsidered to ensure inclusive accessibility along this route.

Route follows The Hill towards the school and leisure centre. Consider additional traffic calming measures to reinforce the 20mph speed limit to allow cycles to share the carriageway.

Limited opportunities to provide safe space for cycling within the highway extents, a high quality scheme may require the use of some land within the school and leisure centre estates.

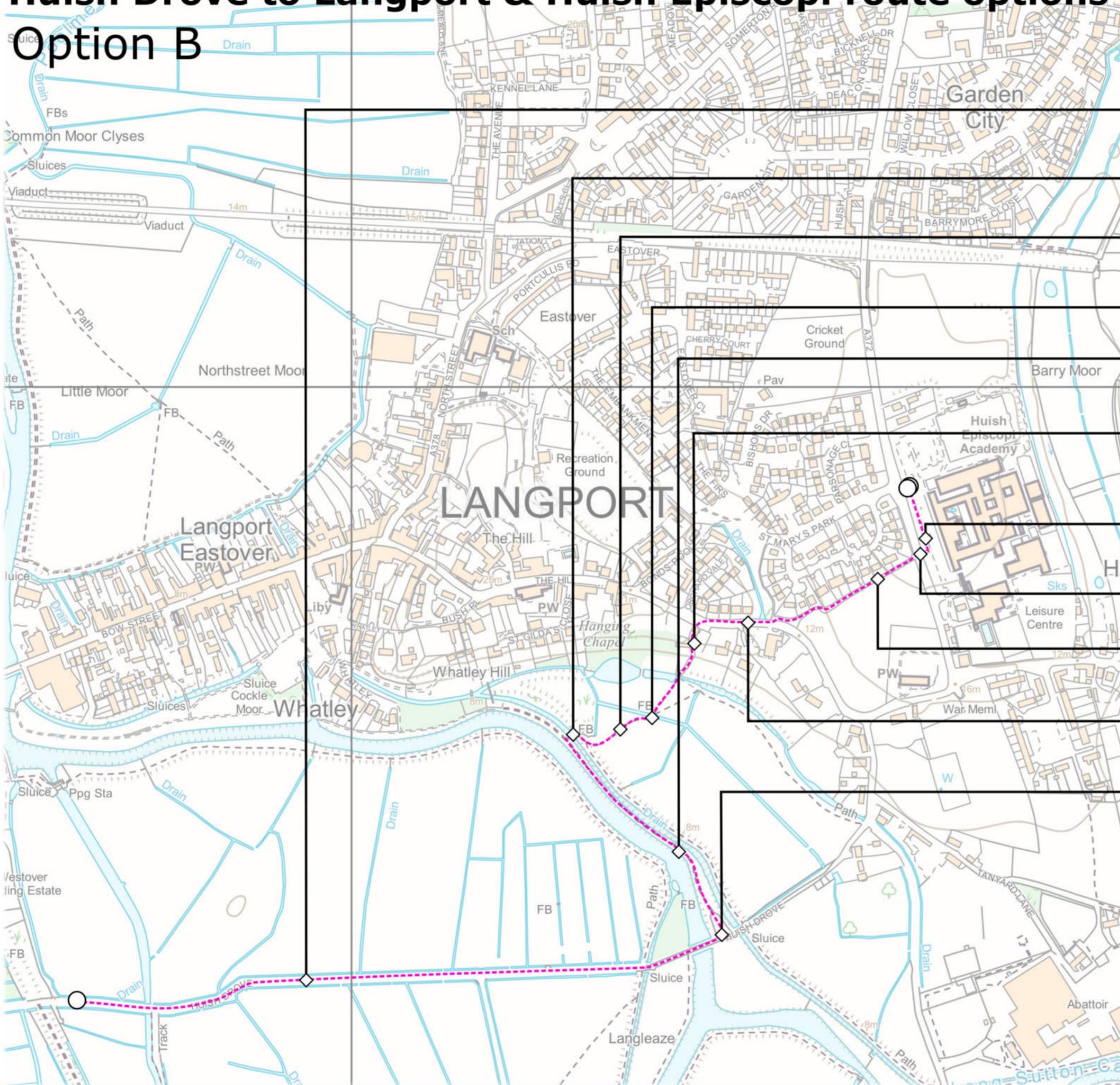
Upgrade Puffin Crossing to Toucan Crossing for use by pedestrians and cyclists.

Widen existing path (potentially into third party land) to provide a suitable active travel route between The Hill and Wincanton Road adjacent to St. Mary's Park. Route is not currently a PRoW.

Extend 20mph zone eastwards along The Hill and introduce additional traffic calming measures to enable cycles to share the road.

# Huish Drove to Langport & Huish Episcopi route options

## Option B



Route continues east along Huish Drove. Route will need to be repaired and resurfaced to a standard suitable for sharing with agricultural vehicles.

Existing footbridge would need to be replaced with wider bridge suitable for use by pedestrians and cyclists.

Route follows alignment of PRow L20/8 which would need to be upgraded to a bridle way and be provided a suitable surface for all weather walking and cycling.

Existing footbridge would need to be replaced with wider bridge suitable for use by pedestrians and cyclists.

Where possible PRow L13/37 widened and surfacing improved to allow use by pedestrians and cycles. Status as footpath would also need to be revised to allow dual use.

Existing lane (PRow L20/8) resurfaced and re-designated as a bridleway to allow use by pedestrians and cycles between the land drain and the top of the hill. The gradient of this route is likely to make it unsuitable for cycling up.

Limited opportunities to provide safe space for cycling within the highway extents, a high quality scheme may require the use of some land within the school and leisure centre estates.

Upgrade Puffin Crossing to Toucan Crossing for use by pedestrians and cyclists.

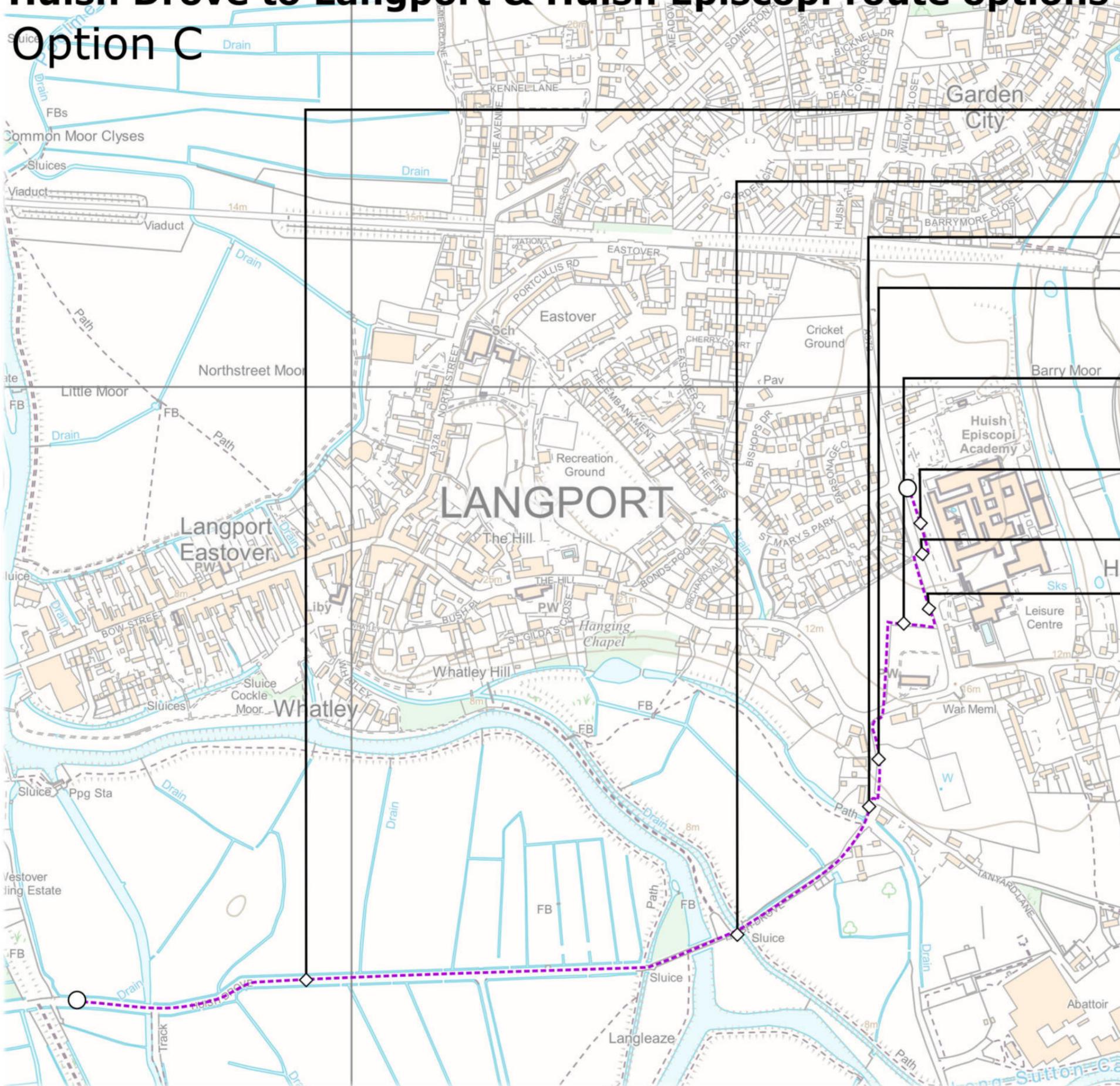
Widen existing path (potentially into third party land) to provide a suitable active travel route between The Hill and Wincanton Road adjacent to St. Mary's Park. Route is not currently a PRow.

Extend 20mph zone eastwards along The Hill and introduce additional traffic calming measures to enable cycles to share the road.

Route follows Huish Drove east and then crosses the Black Bridge car park to access the riverside path PRow L13/37.

# Huish Drove to Langport & Huish Episcopi route options

## Option C



Route continues east along Huish Drove. Route will need to be repaired and resurfaced to a standard suitable for sharing with agricultural vehicles.

Route follows Huish Drove east across Black Bridge and then on to the junction with the road to Muchelney.

Traffic calming feature and crossing facility provide to offer safe route between Huish Drove and Tanyard Lane.

Use third party land adjacent to the carriageway to provide a suitable active travel connection between Tanyard Lane and The Hill, likely to be challenging due to listed buildings and conservation area.

Use third party land to the rear of the church to provide a suitable active travel connection between The Hill and Wincanton Road, likely to be challenging due to archaeology, impact upon listed buildings and conservation area.

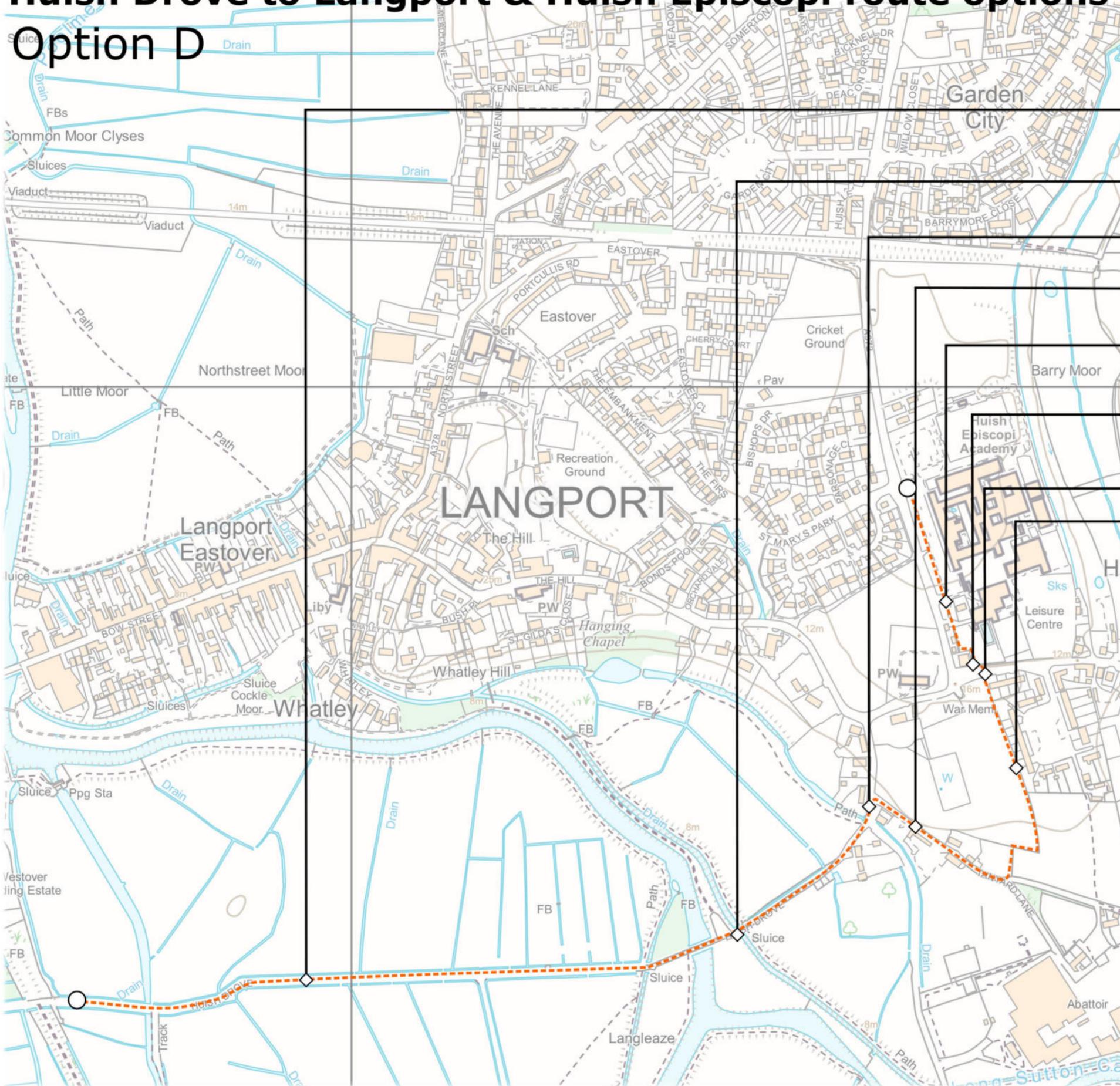
Limited opportunities to provide safe space for cycling within the highway extents, a high quality scheme may require the use of some land within the school and leisure centre estates.

Upgrade Puffin Crossing to Toucan Crossing for use by pedestrians and cyclists.

Widen existing footway into third party land along Wincanton Road to provide a suitable active travel route to the existing crossing location.

# Huish Drove to Langport & Huish Episcopi route options

## Option D



Route continues east along Huish Drove. Route will need to be repaired and resurfaced to a standard suitable for sharing with agricultural vehicles.

Route follows Huish Drove east across Black Bridge and then on to the junction with the road to Muchelney.

Traffic calming feature and crossing facility provide to offer safe route between Huish Drove and Tanyard Lane.

Tanyard Lane appears to be a low traffic route suitable for pedestrians and cyclists to shared with vehicles.

Limited opportunities to provide safe space for cycling within the highway extents, a high quality scheme may require the use of some land within the school and leisure centre estates.

Challenges presented here by level difference between carriageway on the A372 and third party land within the leisure centre.

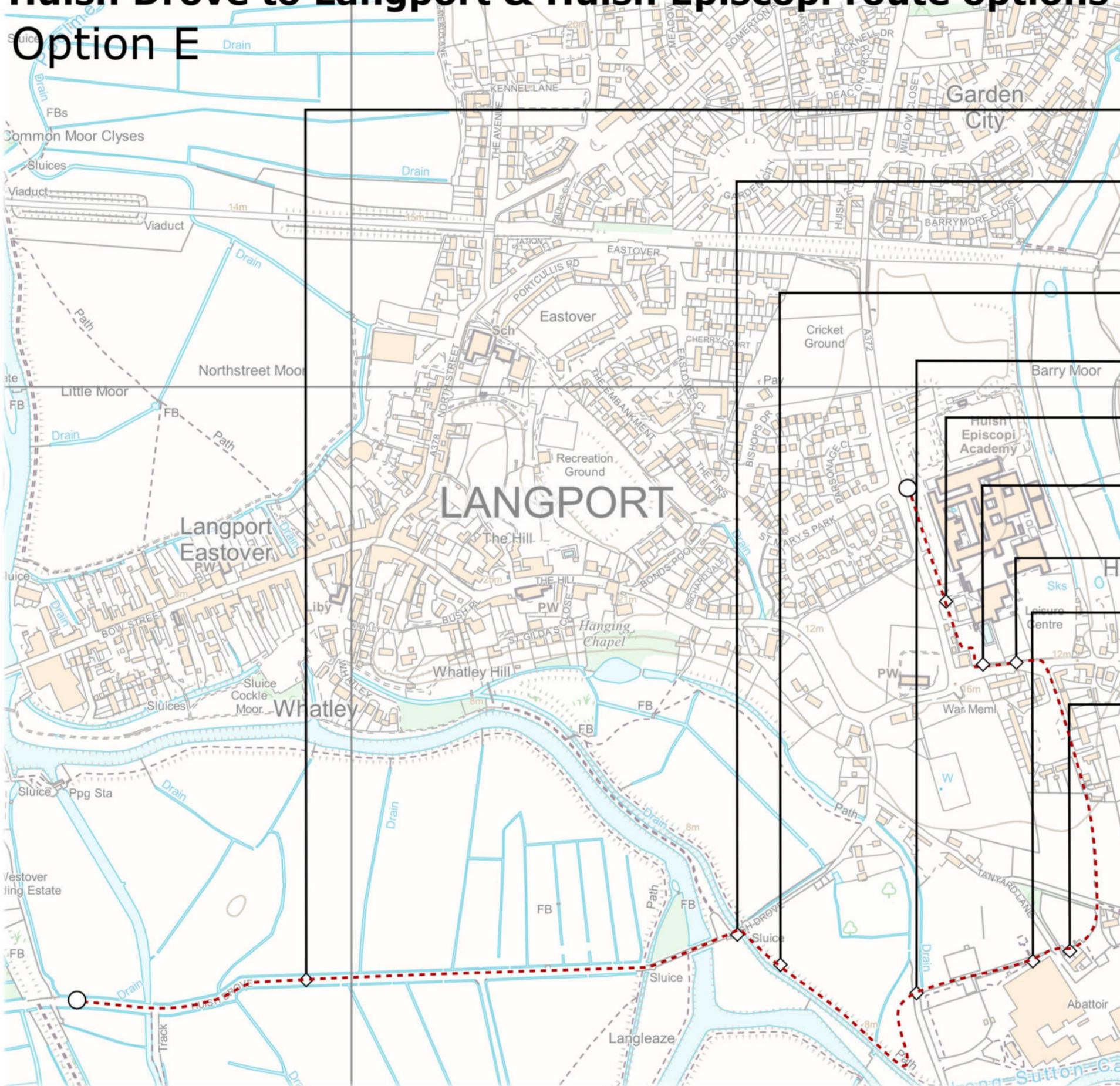
Consider introduction of controlled crossing over the A372

New active travel route formed across third party land connecting Tanyard Lane with the A372.

Route continues along the alignment of PRoW L13/15 which again requires improvement to allow all weather use by pedestrians and cyclists. This could significantly enhance sustainable access to the major employment site.

# Huish Drove to Langport & Huish Episcopi route options

## Option E



Route continues east along Huish Drove. Route will need to be repaired and resurfaced to a standard suitable for sharing with agricultural vehicles.

Route follows Huish Drove east across Black Bridge and then turns south onto PRoW L13/41 alongside the drain. The path will need to be widened and surfaced to make it suitable for all weather use, and will need to be made into a bridle way for shared use.

Route turns onto PRoW L13/15 which again requires improvement to allow all weather use by pedestrians and cyclists.

Signal controlled crossing facilities may be required at road crossing.

Limited opportunities to provide safe space for cycling within the highway extents, a high quality scheme may require the use of some land within the school and leisure centre estates.

Challenges presented here by level difference between carriageway on the A372 and third party land within the leisure centre.

Footway along north side of A372 widened to provide shared path from Courtfield to the leisure centre.

Route continues along the alignment of PRoW L13/15 which again requires improvement to allow all weather use by pedestrians and cyclists. This could significantly enhance sustainable access to the major employment site.

Route continues across Tanyard Lane following PRoW L13/15 before turning north, crossing the track and field to reach the Courtfield neighbourhood. The route continues on road north to the A372.