

Kilve Village Transport Infrastructure Strategy

Produced by Kilve Lanes Traffic Committee, Kilve Parish Council

Date 24th February 2022

Report Summary

This Kilve Village Transport Infrastructure Strategy outlines the need for:

- The implementation of the Quiet Lanes report of June 2021 in full.
- Introduction of A39 speed limit smoothing from Holford at 40mph down to 30mph and back to 40mph before going back to 50mph on the west of the village.
- Road signs that welcome road users via mock gates, signs indicating thorough fares which are unsuitable for large vehicles and an end of public road sign.
- Installation of a suitable pedestrian crossing over the A39 due to significant risk of injury to vulnerable road users.
- Re-engineering of the Pardlestone Lane junction with the A39.
- A review of flood water drainage design and drainage maintenance to prevent a reoccurrence of recent serious flooding.
- The repair and upgrade of roadways, walls and bridges.

Kilve Village Transport Infrastructure Strategy

This document details three areas of action, for consideration by Somerset County Council, relating to road safety and infrastructure within the village of Kilve. These are:

- 1. Protecting vulnerable road users from the risks of road traffic**
- 2. Minimising the risk of flood damage**
- 3. Repairing and upgrading roadways, walls and bridges**

This document addresses each in turn.

1. Protecting vulnerable road users from the risks of road traffic

The village of Kilve faces some challenges in its relationship with road traffic which, together, require a holistic approach to design and management of its thoroughfares:

Kilve is bisected by the increasingly busy A39 main road; data from a Police radar survey (see Appendix 1) carried out in the week of 31/05/2021 showed a daily peak of nearly 4500 vehicles travelling eastbound. Vehicles tend to accelerate, with gravity assistance, as they descend the hills from either direction into the centre of the village and the Police survey showed that, while the majority obeyed the 30mph speed limit, up to 16% exceeded it and the highest speed recorded was 60mph.



The village is home to Kilve Court education centre where, in non-pandemic times, about 9,000 young people visit each year. The majority of these vulnerable road users walk, in crocodile formation, across the busy A39 and down Sea Lane to Kilve Beach. Their presence simultaneously meets the key objectives of the government's Active Travel strategy whilst unfortunately presenting a significant road safety risk.

The narrow, single-track Sea Lane carries far more traffic than other lanes of similar size in the county because it leads to the increasingly popular tourist attraction of Kilve Beach. In 2020 Kilve Parish Council formed the Kilve Lanes Traffic Committee to focus on the issues of safety on the narrow lanes within the village. The challenges of vehicles safely sharing this lane with pedestrians, cyclists and horse riders have been clearly identified and summarised in this video:

<https://www.youtube.com/watch?v=8CIsLn69Evw>

The committee's work culminated with the application for **Quiet Lanes status** for Sea Lane, suggesting similar status for Hilltop Lane, Rowditch Lane and Pardlestone Lane; this was submitted to SCC on the 14th June 2021. The full application can be viewed here:

https://kilvevillage.uk/wpfd_file/kpcs-quiet-lanes-report-final-2021/

This application is still seen as the **first priority for action** (due to the perceived level of risk and the relative simplicity and cost-effectiveness of the Quiet Lanes solution).

Additional work to join-up the proposed Quiet Lanes with the main road running through Kilve should be considered as follows:

i. The management of vehicle speed on the approaches to the village is of vital importance if road safety within the centre of the village is to be improved.

From the East, the proposal being made by the Holford Speedwatch group to the Holford PC to add 40mph buffer zones either side of the existing 30mph village speed limit is entirely sensible. We propose that this 40mph zone from the west end of Holford should be extended through to the beginning of the Kilve 30mph zone, incidentally bringing added security for vehicles turning into Hilltop Lane or Moorhouse Lane at the 90-degree bend. The 30mph zone for Kilve should also be moved approximately 70 metres east to ensure walkers emerging from our proposed permissive path enter within a 30mph limit zone.

From the West, a new 40mph buffer zone should begin, perhaps just to the west of Higher Street, which leads down to East Quantoxhead, where turning vehicles can create a hazard due to limited visibility on the A39 at the bend in the road.

A location at both entrances to Kilve is being considered to erect white 'welcome gates' and speed limit reminders. This additional street furniture would help people driving through Kilve to recognise the vulnerable road user hazards that a village on an A road may contain.

ii. The safety of vulnerable pedestrians, both Kilve Court visitors and village residents, crossing the A39 at the Kilve Village Stores is of grave concern

The A39 in the centre of Kilve is a location which presents many visual distractions to drivers (the crossroads, the Stores and the Hood Arms, plus additional signage for Kilve Court, the car park and the Village Hall) and it is also the drop-off point for school and public buses. Due to the high number of vulnerable pedestrians crossing the road, particularly from Kilve Court, we recommend that the installation of a Pelican or Puffin Crossing be investigated to minimise the risk of a collision and potentially fatal injury.

iii. Poor visibility at the junction of Pardlestone Lane and the A39

Pardlestone Lane is a very narrow road with walls at either side of the entrance onto the busy A39. A parking area used by customers of the shop and pub restricts the view to the east of the junction, which, when coupled with speeding traffic and Kilve Court children, makes exiting this junction safely, very difficult. Some re-engineering is required.

2. Minimising the risk of flood damage

In the autumn of 2021, a flash-flood event saw significant volumes of water and mud wash into the A39 just east of the bridge over the stream. The solid stone parapet of the bridge and present ground levels prevented the water from flowing directly into the stream and the parapet effectively deflected the deluge into the garden of The Old Rectory immediately to the west of it. This resulted in the ground floor of the property suffering significant flood damage that is still being repaired some 5 months later.



With abnormal weather events becoming increasingly common, a review of flood water drainage design and drainage maintenance is needed to prevent a reoccurrence.

3. Repairing and upgrading roadways, walls and bridges

The wall near to the entrance to Sea Lane has been struck and partially fallen into the stream. This is contributing to the flood issues in the village and poses a safety risk to pedestrians.

The awaited repair has been ongoing for at least 3 years. A permanent repair is required.



The bridge at the junction of Hilltop Lane and Sea Lane has suffered major impact damage to the parapet – farm tractors and trailers are believed to be the cause. It was restored in late 2021 and then had identical damage only a few weeks later. The masonry has fallen into the stream, now posing a safety risk to pedestrians (particularly to the disabled and partially sighted) as the 2m drop into the concrete base of the stream is now unguarded for a width of about 1m.

A redesign of the parapet is required that secures the edge and allows agricultural vehicles to negotiate the corner without causing further damage. This lane is used by increasingly large tractors and trailers

so potentially some kind of steel or concrete ‘deflector’ structure is required.

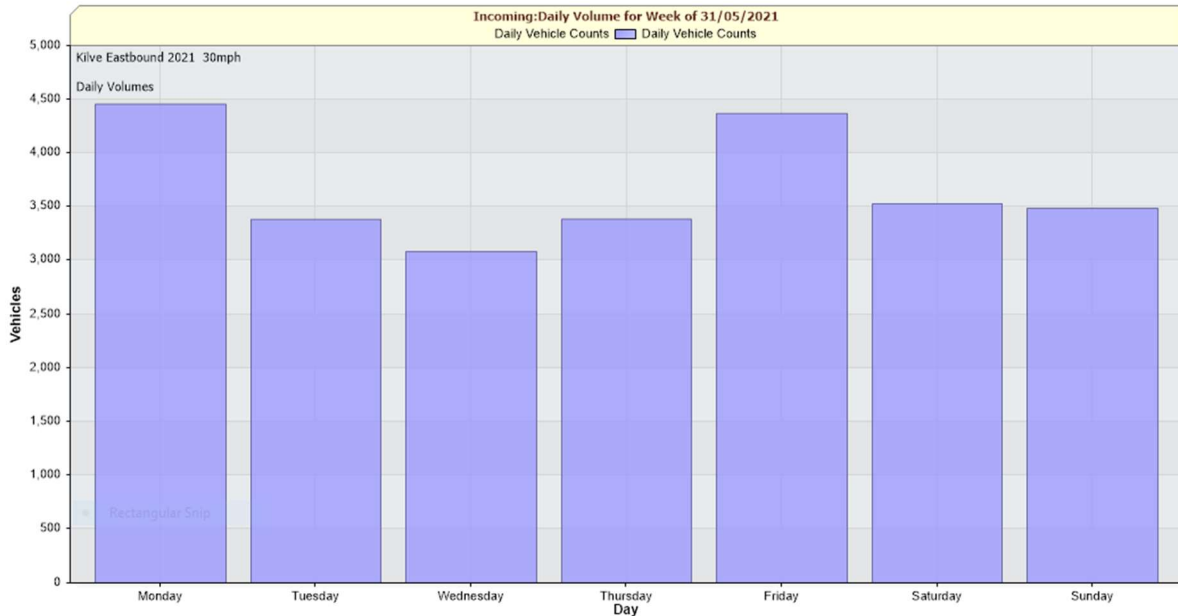
The road surface of Sea Lane has deteriorated badly over the past year – spot repairs of potholes have been largely ineffective, and the recently increased size and weight of farm vehicles is causing an acceleration of the damage to the road surface,

It has now reached a point where it is dangerous for cyclists in several places; their attempts to avoid the extended areas of damage put them into the path of oncoming vehicles. Re-surfacing of some larger sections, rather than spot-patching, is urgently required.



Finally, new 'Not Suitable for Large Vehicles' signage for both ends of Hilltop Lane and an "End of Public Road" sign just after the church at the northern end of Sea Lane are recommended.

Appendix 1: Police fixed radar traffic survey for the week of 31/05/2021



For Project: Kilve Eastbound 2021 30mph

Project Notes:

Location/Name: Incoming

Report Generated: 17/02/2022 16:32

Speed Intervals: 5 MPH

Time Intervals: Instant

Traffic Report From: 28/05/2021 12:00:00 through 15/06/2021 12:59:59

85th Percentile Speed: 30 MPH

85th Percentile Vehicles: 49612

Max Speed: 60 MPH on 06/06/2021 01:00:00

Total Vehicles: 58367

AADT: 3235

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	3049	3066
AM Peak 10:00	287	269
PM Peak 03:00	266	272

Speed

Speed Limit: 30

85th Percentile Speed: 30

Average Speed: 24.93

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	1505	1125	883	831	1149	1542	1502
% over limit	13.1	16.3	14.9	13.5	12.4	16.6	16.1
Avg Speeder	33.4	33.6	33.4	33.5	33.2	33.3	33.3