



BRIDGWATER, TAUNTON & WELLINGTON

Future Transport Strategy 2011-2026
November 2011



WWW.SOMERSET.GOV.UK



| | | |
|-----------|----------------------------------------------------------------------------------------------------------------------------------|-----------|
| 1. | INTRODUCTION | 2 |
| | 1.1 Why are we doing this? | 3 |
| 2. | SETTING GOALS AND TESTING IDEAS | 6 |
| | 2.1 What we want to achieve | 6 |
| | 2.2 Measuring problems and testing options | 7 |
| | 2.3 How we are going to measure our success | 7 |
| 3. | EXISTING TRANSPORT POLICY AND WHERE THIS STRATEGY FITS | 10 |
| | 3.1 National Policy | 10 |
| | 3.1.1 Transport Policy | 10 |
| | 3.1.2 Planning Policy | 12 |
| | 3.2 Local Policies | 12 |
| | 3.2.1 The Future Transport Plan 2011 – 2026 | 13 |
| | 3.2.2 Local Development Frameworks | 13 |
| | 3.2.3 Local Visions | 13 |
| 4. | WHAT SOLUTIONS DID WE COME UP WITH? | 16 |
| | 4.1 The Scenarios | 17 |
| | 4.2 Scenario 1 - Smarter Choices (Marketing and Information) and Minor Highway, Public Transport and Walking and Cycling Schemes | 18 |
| | 4.3 Scenario 2 - Public Transport and Major Highways Improvements | 20 |
| | 4.4 Scenario 3 - Managing Demand for Travel | 21 |

| | | |
|-----------|--------------------------------------|-----------|
| 5. | WHICH SCENARIO DO WE PROPOSE? | 26 |
|-----------|--------------------------------------|-----------|

| | | |
|------------|-------------------|-----------|
| 5.1 | Bridgwater | 27 |
|------------|-------------------|-----------|

| | | |
|------------|----------------|-----------|
| 5.2 | Taunton | 33 |
|------------|----------------|-----------|

| | | |
|------------|-------------------|-----------|
| 5.3 | Wellington | 39 |
|------------|-------------------|-----------|

| | | |
|------------|----------------------------------------------------------------|-----------|
| 5.4 | Do our proposals meet Future Transport Plan objectives? | 42 |
|------------|----------------------------------------------------------------|-----------|

| | | |
|------------|--------------------------------------------------------------------|-----------|
| 5.5 | When will the schemes be built and how will they be funded? | 45 |
|------------|--------------------------------------------------------------------|-----------|

| | | |
|--|-------------------|-----------|
| | REFERENCES | 49 |
|--|-------------------|-----------|

| | | |
|--|--------------------------------------|-----------|
| | APPENDIX A: FURTHER PROPOSALS | 53 |
|--|--------------------------------------|-----------|

| | | |
|--|-------------------------------------------|-----------|
| | APPENDIX B: FULL APPRAISAL RESULTS | 56 |
|--|-------------------------------------------|-----------|

1 Introduction

Welcome to the Bridgwater, Taunton and Wellington future transport strategy.

Good transport links to, in and around this area are fundamental to its economic and social vitality and the need to provide better transport options has been recognised for a number of years. Somerset County Council has been working on gathering evidence and assessing current and future travel trends to feed into a long-term action plan which will address transport issues from now until 2026. While this may seem a long time period, transport projects often take many years to plan, fund and build so it is sensible to plan this far ahead. It is also important to recognise the travel interactions that take place between the three towns, highlighting the importance of the A38 corridor. Figure 1.1 below shows this interaction.

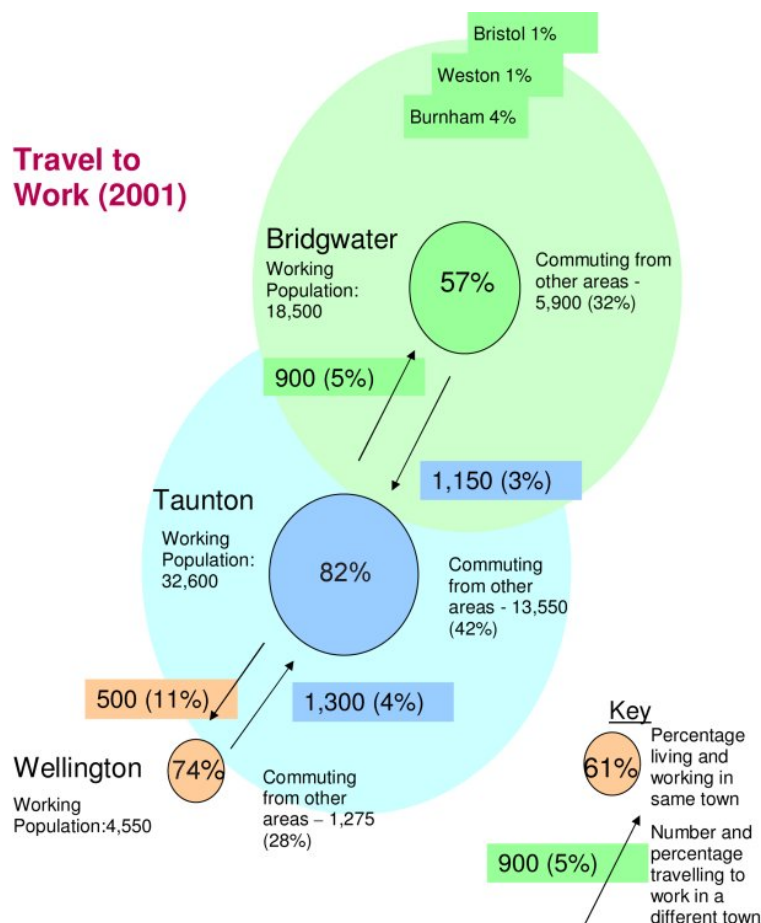


Figure 1.1 Travel to work in the study area.

Somerset authorities have been planning on the basis of local evidence of housing need for the area, which has suggested the following requirements:

- 7,100 new homes and 6,400 new jobs to 2026 in Bridgwater;

- 13,000 new homes and 9,500 new jobs to 2028 in Taunton; and
- 4,000 new homes and 2,400 new jobs to 2028 in the rest of the Borough of Taunton Deane, with the bulk located in Wellington.

The government has indicated that future planning will be based upon local evidence of housing need and community level planning. Likely strategic development areas are now well established and it is considered sensible to continue planning for the long term. This strategy therefore assumes that strategic sites will come forward at some point in the future (although some areas will be beyond 2026) and recognises that the precise location and scale of development at individual sites will evolve over the next few years. It is likely, therefore, that growth numbers over the lifetime of this strategy may be lower than those outlined above. As areas are brought forward for delivery, each site will need to be tested and reassessed proportionately on a case-by-case basis to determine the level and scale of transport intervention required to deliver the objectives of this strategy.

In addition to this planned growth, there are proposals for new schools in Bridgwater and a new nuclear power station at Hinkley Point, which also need consideration as and when the plans are finalised.

New access and link roads and any other infrastructure serving development may have impacts on the habitat use and behaviour of lesser horseshoe bats from the Hestercombe House Special Area of Conservation in the area north of Taunton from Monkton Heathfield to Staplegrove. Any proposal would have to ensure that there is no adverse effect on the maintenance of the population of lesser horseshoe bats in order to comply with the Habitats Regulations.

1.1 Why are we doing this?

Figure 1.2 shows the overall number of car trips being made in the three towns during the morning and afternoon peak travel times for 2006 and also projected forward to 2026. This shows that the number of trips in the study area is likely to increase significantly by 2026. According to the National Travel Survey (DfT, 2009) some 63% of all trips are made by car: many of these are less than 2km, often within and close to town centres. This obviously has an impact on air quality as well as making it more difficult for people to walk and cycle about the towns due to the barriers created by roads. Our work also shows that the predominant means of travel between the three towns is the car, although public transport links (bus and, for Bridgwater and Taunton, train) are viable options when travelling from town centre to town centre.

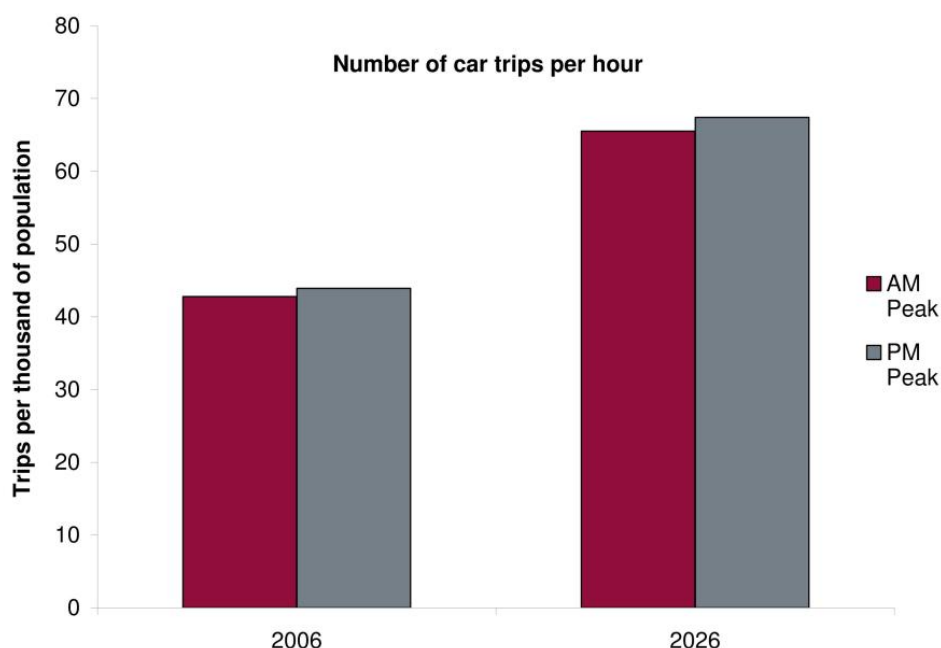


Figure 1.2 Predicted growth in the study area from 2006 to 2026

The text within the following sections helps to set the scene still further and gives an idea of the issues we face. This technical work has been ongoing since 2007 and has now reached its conclusion. It is anticipated that the final strategy will be adopted in Spring 2011 and delivered during the period up to 2026.

It is, therefore, crucial that we have a clear plan of what we want to achieve before we set about implementing schemes.

2 Setting goals and testing ideas

About this Section

This section sets out:

- what we are trying to achieve;
- why setting objectives is important; and
- how we are going to measure our success

2.1 What we want to achieve

Having a clear idea of what you want is crucial to developing a strategy that delivers what is asked of it.

The objectives of the Bridgwater, Taunton and Wellington future transport strategy are designed to reflect local issues that need addressing but also take into account national priorities. Recent Government guidance has given increased consideration to the implications of climate change and it will be a priority for us to pick this up in future transport plans. These wider priorities, set out as policies and strategies in their own right, are set out in more detail in Section 3.

The Strategy's key objectives are:

| | |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Supporting the Economy | Reduce use of the strategic network for local trips; reduce car use for short distance journeys; increase flood resilience; reduce rate of growth in journey times; and improve journey time reliability. |
| Strengthening Communities | Improve accessibility to public transport and walking and cycling opportunities; prioritise access to/from deprived wards; improve levels of physical fitness; and maintain self containment |
| Protecting the Environment | Reduce rate of growth of greenhouse gas emissions; reduce rate of growth of noise; reduce levels of NO _x and particulates; increase species and habitat diversity; protect archaeological and historic heritage; and improve visual appearance of streetscapes |
| Making Travel Safer | Reduce total number of casualties; reduce child casualties; reduce cycling, pedestrian, motorcycle and public transport casualties; and reduce crime and fear of crime on public transport and in urban spaces |

2.2 Measuring problems and testing options

Predicting the future of transport and how we might influence this is a difficult process. We have projected today's habits, policies and behaviours forward to 2026 to create what is known as a 'do-minimum' scenario. This gives us an understanding of the problems we will face and a baseline to measure other ideas and options, or scenarios, against. We have looked at a number of different options that could make a difference to transport in the area and we have been able to consider each option against the above objectives to see which one performs the best.

2.3 How we are going to measure our success

Equally as important as knowing what we want to achieve is being able to see when we have been successful. When considering options for the future, we look at different factors that are designed to show if we are actually making progress on the objectives described above. Not all of our objectives are quantifiable, so the result of evaluating each option is a mixture of numerical results and qualitative statements that help describe its overall impact.

| | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Supporting the economy <ul style="list-style-type: none"> • Shorter and more reliable journey times • Less congestion • More jobs and non-residential floor areas • More public transport, walking and cycling trips to work • Easier access to the strategic road network (particularly at J23 and J24 of M5) | Strengthening communities <ul style="list-style-type: none"> • Greater use of public transport • More walking and cycling • Widely available and accessible information about travel alternatives • More use of sustainable travel facilities and changes in travel behaviour • Less disruption of communities from roads and traffic • Better transport opportunities for residents of deprived wards, the elderly, the disabled and those with young children • Better physical fitness |
| Protecting the environment <ul style="list-style-type: none"> • Fewer greenhouse gas emissions • Lower pollution levels • Noise levels minimised • Improvements in the area's appearance • Greater species and habitat diversity • No loss of significant species and habitats • Protected archaeology and historic heritage | |
| Making travel safer <ul style="list-style-type: none"> • Reductions in the numbers of fatal, serious and slight injuries on our roads | |

Table 2.1 How we will measure our success

The outcomes we want to see to ensure we have met our objectives are summarised in Table 2.1.



More about it...

The Bridgwater, Taunton and Wellington Future Transport Strategy technical report (sections 3 and 5) gives more detail on the development of the study's objectives and its appraisal. A separate report on 'Non-Modellable Interventions' gives details of how we have assessed the benefits of encouraging people to use more sustainable modes of transport (also known as 'smarter choices'). This might be achieved, for example, through improvements to walking and cycling routes, better public transport information, marketing campaigns etc .

Further transport information can be found at: www.somerset.gov.uk

3 Existing transport policy and where this strategy fits

About this Section

This section introduces some of the key policies that influence this strategy. The strategy is designed to fit with (and influence) other policies at local, regional and national levels. These policies also influence the objectives of this strategy (as described in the 'Setting Goals and Testing Ideas' in Section 2).

3.1 National Policy

There are numerous policies from every area of central Government that will shape Somerset's transport network. This section focuses on the key policies affecting the study area up until 2026. These policies are particularly important as they set out the ideas and solutions preferred by central Government and are, therefore, the things we must consider if our plans are to gain the support and, potentially, funding from them. Because of the change in Government national policy is likely to evolve and future plans will need to be reviewed to ensure consistency, although early signals are that the stance of the new government on the national issues set out below has not fundamentally changed.

3.1.1 Transport Policy

Two recent studies have been crucial in the development of current transport policy.

The Stern Review

The Stern Review, published in 2006, examined the potential cost of climate change to the economy, and particularly the cost of reducing our greenhouse gas emissions. There is widespread acceptance that increased emissions of greenhouse gases will contribute to global warming, threatening food production and increasing the risk of flooding and disease. The review suggested this would reduce the country's Gross Domestic Product (a measure of all the goods and services produced by our economy) by between 5 to 20%. However, the review goes on to suggest that if we reduce our production of these gases now, this cost could be reduced to as low as 1%.

This means that tackling climate change is not only important for our environment but also our financial security, as the costs of tackling change now are lower than the cost of not acting. As transport is responsible for at least 14% of these emissions (excluding aviation), it has an important part to play in making this reduction.

The Eddington Transport Study

The Eddington Study was commissioned by the previous Government to explore the links between transport, our economy and its commitment to sustainable development. The report, published in 2007, concluded that transport has a crucial part to play in our economy

but that it has problems with delay, unreliability and damage to the environment. It suggested that the UK has a comprehensive transport network but is held back by certain problem areas and that these areas should be the focus of our attention by:

- Building upon and improving existing roads where lack of space is significantly delaying traffic, rather than undertaking new road building projects.
- Encouraging road users to better understand the cost of their actions – for example how joining a traffic jam affects other people, our economy and our environment. This will help people to make better transport choices.

These studies have informed the development of two important policies by the Department for Transport. These were Towards a Sustainable Transport System (TaSTS) and Delivering a Sustainable Transport System (DaSTS)

TaSTS and DaSTS

These documents represent the previous Government's response to the Stern Review and Eddington Study and provide a statement of what it wants to achieve from investment in transport in the long term. These documents build on the ideas discussed above and set five objectives:

1. To help our economy grow and compete internationally by providing reliable transport that makes the best use of all of our resources.
2. Tackling climate change by reducing transport's emissions of carbon dioxide and other greenhouse gases.
3. Make transport safer and healthier by reducing deaths, illnesses and injuries caused by transport and promoting ways of travelling that are good for our health.
4. To promote a fairer society and, through transport, allowing everyone to access the opportunities that will help them improve their lives.
5. To promote the aspects of transport that improve our quality of life by helping us access the goods, services and people that we value, whilst reducing the negative effects of these trips on the environment.

The most significant change in government policy is the inclusion of specific objectives to reduce transport's carbon emissions to tackle climate change. Until now policies have tended to result in increased traffic levels linked to new housing and economic growth even though there has been a strong drive to promote more sustainable forms of transport. The strengthening of this government policy will mean that our plans and strategies will need to provide different solutions from those we have in the past and although the precise approach for measuring the carbon impact of new schemes has not been agreed this will undoubtedly be a major challenge for us.

Funding for Major Schemes

The funding of future major schemes is likely to be via the Regional Growth Fund, which will mean that any future submissions will need to focus on delivering growth across the County (further announcement are anticipated from DfT clarifying the process). Any future

bids to the Regional Growth Fund (or any other comparable mechanism) will be concentrated on securing transport investment for urban growth in order to maximise the chance of success.

It has already been made clear that no new major schemes will be considered from outside of the existing pool of schemes already prioritised by DfT. (The only scheme in Somerset was the Northern Inner Distributor Road, now given approval). This means that no new schemes are likely to be able to be promoted in Somerset until the consideration of new major transport schemes investment from 2016 onwards (the next spending review period).

The Council has been successful in securing funding from central government to deliver the Northern Inner Distributor Road in Taunton (estimated for completion by autumn 2013) following an announcement by DfT in January 2011. This enables the scheme to be delivered with the following funding profile:

| Major Schemes Investment | | | | |
|--------------------------|------------------|------------------------------|--------------------------|-------------------|
| | DfT Contribution | Local Authority Contribution | Third Party Contribution | Total Scheme Cost |
| NIDR | £15.2M | £2.17M | £4.313M | £21.7M |

3.1.2 Planning Policy

Whilst this strategy looks at long term approaches to transport, various planning policies will have an important role in shaping any solutions arising from it as they move towards being implemented. These policies have been considered throughout the strategy's development, to ensure its final outcomes are practical.

National planning policy with particular relevance to transport is set out in the following documents:

- Circular 02/07 Planning and the Strategic Road Network (DfT, 2007)
- Guidance on Transport Assessment (DfT, 2007)
- Planning Policy Statement 12: Local Spatial Planning (DCLG, 2008)
- Planning Policy Guidance Note 13: Transport (DOPM, 2001)

Currently (June 2011) progressing through Parliament is the Localism Bill which seeks to introduce new legislation on issues such as the National Planning Policy Framework; Neighbourhood Planning; the new duty to cooperate; and new rights and powers for communities.

3.2 Local Policies

Local evidence of housing need and national housing requirements have determined Somerset authorities' land use planning to 2026. These have suggested that Taunton and Bridgwater should be the focus of development, with 18,000 new homes and 16,500 jobs

proposed in and around Taunton and 7,700 new homes and 7,500 jobs in and around Bridgwater by 2026. A further 3,800 new homes are proposed in rural Taunton Deane, incorporating Wellington.

The new government has indicated that in the future land use policy will be based upon local evidence of housing need and community level planning. This strategy assumes that established strategic sites will come forward at some point in the future (although in some areas it will be beyond 2026) although the precise scales and locations will evolve over time.

There are a host of local policies relevant to the study area and many of these will impact on how transport is delivered in the study area and have also helped define our objectives.

3.2.1 The Future Transport Plan 2011 – 2026

The Future Transport Plan is Somerset County Council's key transport policy document. It sets out the plans we have in place to improve the local transport system and support new development for the period up to 2026. It helps us better understand the transport system that will exist in the future and explains how we will allocate resources to help us meet our challenges. The Bridgwater, Taunton and Wellington Transport Strategy supports the Future Transport Strategy. It supplies greater detail and more depth about the particular issues that concern this key urban area in Somerset. For more details, see the summary leaflet described in the 'More About It' box below.

3.2.2 Local Development Frameworks

The District Councils are required to develop their own Local Development Frameworks, which set out plans for all types of development in their areas. These plans are informed by community strategies, which the Districts have developed with their own stakeholders and communities. Somerset County Council is working with the District Councils so that the transport strategies (and supporting policies) we are working on join up properly and to make sure there is enough supporting infrastructure to enable the developments that are being planned.

3.2.3 Local Visions

Each of the towns in the study area has its own vision for its future. Project Taunton ⁽¹⁾ is a delivery programme for regeneration areas within Taunton. Bridgwater Challenge, planning for now until 2060, ⁽²⁾ and A Vision for Wellington ⁽³⁾ are plans developed to set out how the towns should look in the future and what will be going on within them. Transport will play a key part in realising all of these initiatives, which also help us understand the future landscapes of the areas better when developing our plans.

1 www.projecttaunton.co.uk

2 bridgwaterchallenge.com

3 www.visionforwellington.org.uk

**More about it...**

A leaflet summarising Somerset's Future Transport Plan (2011-2026) can be found on the County Council's website at:

<http://www.somerset.gov.uk/futuretransportplan>

More detailed information is presented in a number of policy documents available on the same webpage.

4 What solutions did we come up with?

About this Section

This section summarises the different options, or ‘scenarios’, that were tested and compared against the objectives described in Section 2 to see which ones had the biggest benefit to the area. There are 4 scenarios in total plus the ‘do-minimum’ scenario which is where all planned development is included, but only limited transport improvements are factored in.

There are many things we can do to help us meet our objectives, and to allow us to test them they were divided into four scenarios. The scenarios are cumulative i.e. each scenario builds on the measures contained in the previous one and introduces new measures with increasing cost and complexity. This allows us to identify what type of approach would allow us to make the most progress towards our objectives.

The impact of these scenarios is then predicted using a computerised model of how traffic uses the road network, known as SATURN, which is based on data from traffic surveys. A number of other calculations and assessments are completed based on the traffic flows generated by the model, to cover less easily quantifiable impacts.

We also looked at more qualitative information, which cannot be modelled, to see how each scenario might change the way people travel, with a view to increasing walking, cycling and the use of public transport. Details of this ‘non-modellable’ work can be found in the ‘More About It’ box at the end of this section.

In order to compare the performance of each scenario, a ‘do-minimum’ scenario was created using the model described above. The ‘do-minimum’ represents a snapshot of what the travel situation in the study area might be like in 2026 if all planned development was built but little additional transport improvements were made. This essentially provides a ‘worst-case’ scenario against which to compare the others.

There are already a small number of committed highway, public transport and walking and cycling schemes that are likely to be implemented within the time period of the new strategy because of the extent to which they have already been agreed and progressed. More detail on this can be found in the Bridgwater, Taunton and Wellington Future Transport Technical Report. Please go to the ‘More About It’ box at the end of this section for more information.

Assessment of the ‘do-minimum’ shows that in general it falls short of meeting the strategy objectives we mentioned in Section 2. This is because the objectives are more achievable if we can reduce traffic on the roads. Therefore, it is not thought that the ‘do-minimum’ scenario will go far in achieving the outcomes. There are some positive effects regarding the environmental objectives, including air quality and protection of existing species, but this is largely due to future improvements in vehicle emissions technology rather than changes to the physical transport network.

The comparison table towards the end of this Section provides a summary of the performance of the 'do-minimum' against the strategy objectives introduced in Section 2 of this document.

4.1 The Scenarios

Four scenarios were tested, with each subsequent scenario having a higher level of intervention than the last (in terms of cost, timescales and complexity) and including all the interventions of the previous scenarios. For example, Scenario 3, which represents the highest level of intervention, includes all of the proposals included in Scenarios 1a, 1b and 2.

Table 4.1 below provides an overview of the types of interventions included in each scenario. The following pages provide more detailed discussion of the scenarios, their likely improvement on the 'do-minimum' and their likely impact on the strategy objectives.

| | | | | |
|---------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| Scenario 1a Smarter Choices Marketing and Walking and Cycling Schemes | Marketing and information to encourage more sustainable travel choices | | | |
| Scenario 1b Minor highways and Public Transport | ↓ | Works on existing roads, bus priority and technological measures | | |
| Scenario 2 Public Transport and Major highways | ↓ | ↓ | Park & Ride, bus priority, investment in buses, new roads and junctions | |
| Scenario 3 Managing demand for travel | ↓ | ↓ | ↓ | Pedestrianised and restricted zones and parking restraint |

Table 4.1 Interventions included in each scenario

At the end of this section, Table 4.5 presents a summary of performance against the strategy objectives for both the scenarios and the 'do-minimum'.

4.2 Scenario 1 - Smarter Choices (Marketing and Information) and Minor Highway, Public Transport and Walking and Cycling Schemes

The first scenario has been separated into two packages, with Scenario 1a covering 'Smarter Choices' initiatives and Scenario 1b representing the 1a initiatives plus an additional selection of public transport and minor highways improvements.

Scenario 1a - Smarter Choices (Including Marketing and Information)

Smarter Choices initiatives, such as travel planning and marketing, and a number of walking and cycling schemes, are designed to help people reduce the need to travel. It was not possible to model the effects of these types of initiatives using the same methods that were used for measuring car movements. Instead, their likely impacts were measured by establishing how much their introduction might reduce the need to travel by car. Scenario 1a is a package of 'Smarter Choices' initiatives, which includes:

- **Public Transport Marketing** - This includes route information, fares and payments, fleet characteristics, information systems and education
- **Teleworking** - This reflects the gradual emergence of home working linked to the increasing availability of computer facilities, often provided by employers
- **Teleconferencing** - The likely impact of 'virtual meetings' have been modelled based on areas where there are high concentrations of office-based employment
- **Workplace Travel Plans** - These are plans adopted by employers to promote alternatives to the car to their employees (including walking, cycling, public transport and car sharing)
- **School Travel Plans** - Similar to the workplace travel plans above, the effects of primary, secondary and private schools adopting travel plans was assessed
- **Home Shopping** - The impact of increased home shopping was assessed in relation to areas with high retail activity in Bridgwater, Taunton and Wellington
- **Walking** - This includes more and better facilities to enable pedestrian trips such as wider footways, better maintenance and lighting, more crossings and route signing
- **Cycling** - This includes providing new and improved cycle tracks, crossings and route signing.

Further details of individual schemes can be found in the Bridgwater, Taunton and Wellington future transport technical report and links to this can be found in the 'More About It' box at the end of this section.

The initiatives described in Scenario 1a are likely to have a small positive impact on the objectives outlined in Section 1. This is particularly the case for workplace and school travel plans and walking and cycling. Used on their own, the Scenario's impact on the bus journey times and the broader environmental, safety, economic and social objectives are negligible. However, this is not a costly scenario compared to other scenarios which includes, for instance, major highways infrastructure.

Scenario 1b: Public Transport and Minor Highways Improvements

In addition to the Scenario 1a initiatives, the Scenario 1b interventions comprise some limited improvements to public transport services and some improvements to the highway network. The public transport interventions in this scenario involve corridor improvements such as a new service between Axminster and Taunton and a Quality Bus Partnership (QBP) to improve Service 54 between Taunton and Yeovil, both of which are considered longer term aspirations. A QBP is a partnership in which the local authority improves route infrastructure and in return the bus operator makes improvements to the buses.

Like the Scenario 1a schemes, the initiatives in Scenario 1b are all relatively low cost and have low deliverability risk and technical complexity. Most of the minor highways schemes were selected for their ability to reduce delay and improve safety at specific locations on the highway network. An appraisal of Scenario 1b reveals only a very modest predicted reduction in travel demand and a small reduction in delays compared to the 'do-minimum' scenario. Overall junction delays are likely to be better than the 'do-minimum' by about 8%.

Most of the public transport improvements rely on increasing positive perception of buses and these are not so easy to model. However, improvement of the 'public transport experience', while more difficult to quantify, will nonetheless help meet the strategy objectives. The absence of these measures would certainly weaken the overall impact of the chosen package of measures.

Summary

Scenario 1b tends, for the most part, to be neutral in relation to the 'do-minimum' as it does not significantly affect delivery of strategy objectives. In isolation the interventions in Scenario 1b, while potentially having merit in relation to local objectives, make only a small overall contribution to delivering the strategy objectives.

| | |
|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Supporting the Economy | Scenario 1 shows some small improvements in journey times on selected routes within the study area, relative to the 'do-minimum'. |
| Strengthening Communities | There would be better access to public transport and improvements to walking and cycling facilities, although there is little evidence to suggest that these benefits would be significant in either scale or extent. |
| Protecting the Environment | There is no evidence to suggest that the overall environmental objectives will be met, although there would be some localised benefits due to reductions in delays at some junctions. |
| Making Travel Safer | Although the overall national trend for road collisions is likely to fall by 2026, the reduction due to Scenario 1 is small and shows only a small reduction in slight accidents. |

Table 4.2 Likely impact of Scenario 1 (comprising Scenario 1a and 1b) on the Strategy Objectives

4.3 Scenario 2 - Public Transport and Major Highways Improvements

This scenario includes those initiatives set out in Scenarios 1a and 1b, plus major highways and public transport improvements. Details of many of the highways schemes proposed for Bridgwater, Taunton and Wellington, which include a range of junction improvements and new road schemes, can be found later in this document. The public transport interventions of this scenario fall into three broad categories:

- **Bus Priority and Bus Corridor Improvements** - The most important improvement comprises the bus priority (over the car) from Bridgwater to Taunton along the A38 and A3259. Other schemes for bus improvements include the A38 between Stonegallows Cross Roads and Somerset College.
- **Park & Ride Facilities** - Four new sites are proposed in the study area (including two smaller 'Park & Bus' sites in Wellington which are linked to existing bus routes to Taunton), as well as new sites in Bridgwater and Taunton.
- **Fleet and ITS (Intelligent Transport Systems) Improvements** - These interventions aim to improve the generally poor appearance of buses by replacing them with new ones. Linked to this refurbishment process will be the introduction of real time passenger information, initially introduced on the Park & Ride routes.

Major highway improvements have been tested in the traffic model to understand the potential benefits of this Scenario. They include the following junction improvements:

Taunton

A358 Cross Keys - signalisation; A38 Silk Mills/Wellington Road - signalisation; M5, J25 - signalisation; Priory Fields/Obridge roundabout - presignals.

Bridgwater

M5, J24 Huntworth roundabout - capacity improvements; A38 Cross Rifles Roundabout - capacity improvements, signalisation; M5, J23, Dunball - capacity improvements, signalisation; A38, Dunball roundabout - capacity improvements incorporating slip lanes.

Wellington

Chelston roundabout improvements.

This Scenario also includes improvements at Henlade. This scheme will be part of a package of corridor improvements on the A303/A358 (previously known as the Second Strategic Route) aimed at improving travel within the wider region.

Summary

Compared with the 2026 'do-minimum' and the previous scenarios, Scenario 2 shows a predicted increase in trips made because the improvements will increase road capacity, which is likely to encourage more people to drive, although delays will be significantly reduced at specific critical locations where localised highway improvements are made.

The broad impact of Scenario 2 is a small increase in traffic demand compared to the 'do-minimum', which improves the 'economy' objective. However, this needs to be done while still considering its effect on congestion, safety and the environment.

Overall, the likely impacts of Scenario 2 are such that measures similar to those suggested would be a sensible option for the future. Further work needs to be done to establish the best programme and the precise nature of the improvements. The Scenario would need further interventions to manage the likely increase in demand.

| | |
|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Supporting the Economy | The appraisal of Scenario 2 reveals an overall increase in journey times of about 10% relative to the 'do-minimum' because more capacity will encourage more people to drive, although delays on certain specific routes and at certain locations will be reduced. |
| Strengthening Communities | Scenario 2 contains a number of significant public transport schemes and services, which will improve accessibility to public transport. This should also address public perceptions of quality and further enhance the inclusion of the Scenario 1 schemes. |
| Protecting the Environment | Changes in air quality and noise levels show little change when compared with the 'do-minimum' conditions, with the exception of the A358 at Henlade. No significant effect on landscape, habitats or species as changes in traffic will mainly affect town centre and strategic routes (NB. These issues will be considered further during design and development of the initiatives). The overall increase in traffic reveals a likely deterioration in the visual impact of some streets within Taunton town centre, and to a lesser extent, in Bridgwater. |
| Making Travel Safer | A small increase in accidents is predicted for Scenario 2, in line with the overall increase in road traffic relative to the 'do-minimum'. |

Table 4.3 Likely Impact of Scenario 2 on the Strategy Objectives

4.4 Scenario 3 - Managing Demand for Travel

This scenario assesses the impacts of adding demand management measures to the previous packages of interventions outlined in Scenarios 1 and 2. Demand management is favoured to make walking and cycling easier and more attractive; to reduce air and noise pollution; and to improve the quality of the urban environment. Demand management can take the form of pedestrianisation in selected town centre areas, restricted zones (restricting vehicular access to town centres), limited stay parking and/or significantly higher parking charges for both long and short stay parking. This would require a high level of intervention and would carry significant risk in terms of deliverability. The demand management interventions would be concentrated in Taunton, with lighter intervention in Bridgwater.

In Taunton, Scenario 3 includes pedestrianisation of the core town centre streets. The existing pedestrianised area in Bridgwater town centre will remain as it is (although there may be potential for expansion as Bridgwater Challenge opportunities progress). In both

Taunton and Bridgwater permits would be introduced for on-street residential parking and other on-street parking limited in a restricted central zone around the pedestrianised core where vehicle speeds would be limited to 20mph and . In Bridgwater the construction of an eastern relief road would enable traffic to divert away from the town centre.

The appraisal of this scenario suggests that the impacts of demand management interventions will be offset by more people driving because there is more capacity for them to do so - this is known as suppressed demand. The scenario includes a doubling in real terms of off-street parking charges (from £6 to £12) over the next 20 years in Taunton and a 50% increase in the time a driver spends circulating in search of a parking space is assumed. The modelling work carried out for the scenario indicates that increases in parking charges and restrictions in access would have to be more widely implemented than the proposals in Scenario 3 to improve traffic flows in the study area, although there would be an improvement in traffic flows in relation to the 'do-minimum'.

Summary

| | |
|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Supporting the Economy | Scenario 3 displays benefits in terms of journey time reliability to both private and public users, relative to the 2026 'do-minimum'. The scenario also reveals a reduction in traffic coming off the M5 into Taunton, but an increase in similar movements off the M5 into Bridgwater. |
| Strengthening Communities | Significant improvements to bus journey times are achievable with Scenario 3, improving accessibility to jobs and services compared to Scenario 2. |
| Protecting the Environment | Reductions in atmospheric pollutants relative to the 'do-minimum' in 2026 shows some significant reductions and a small reduction in carbon dioxide emissions is also predicted. Where areas and communities are 'cut off' from the town's facilities and services by a busy road, this is likely to improve. No significant effect on landscape, habitats or species as changes in traffic will mainly affect town centre and strategic routes. Improvement to the visual appearance in areas of Taunton town centre is likely, related to reduced traffic levels predicted in these areas. |
| Making Travel Safer | There is no significant change in relation to Scenario 2. Again, there is a small increase in accidents in line with the overall increase in traffic relative to the 'do-minimum'. |

Table 4.4 Likely Impact of Scenario 3 on the Strategy Objectives

Scenario 3 will make significant reductions in congestion relative to the 'do-minimum' for the network as a whole. It also has the highest level of deliverability risk of the three scenarios. In addition to the significant, though largely manageable risks associated with Scenarios 1 and 2, Scenario 3 would require a high level of partnership and commitment to shared objectives to exist between the highway and parking authorities in the study area (the County Council and district councils respectively).

| | Strategy Objectives | DM | 1 | 2 | 3 |
|--------|----------------------------------------------------------------------------------|----|---|---|---|
| Econ | Reduce impact of local trips on the strategic network | | | | |
| | Reduce car use for short distance journeys | | | | |
| | Increase flood resilience | | | | |
| | Reduce rate of growth in journey times | | | | |
| | Improve journey time reliability | | | | |
| Comm | Improve accessibility to public transport and walking and cycling opportunities | | | | |
| | Prioritise access to/from deprived wards | | | | |
| | Improve levels of physical fitness | | | | |
| | Enhance self containment | | | | |
| Env | Reduce greenhouse gas emissions | | | | |
| | Reduce noise | | | | |
| | Improve air quality in AQMAs / reduce levels of NO _x and particulates | | | | |
| | Increase species and habitat diversity | | | | |
| | Protect archaeology and historic heritage | | | | |
| | Improve visual appearance of streetscapes | | | | |
| Safety | Reduction in total number of casualties | | | | |
| | Reduction in child casualties | | | | |
| | Reduction in cycling, pedestrian, motorcycle and public transport casualties | | | | |
| | Reduce crime and fear of crime on public transport and in urban spaces | | | | |

Table 4.5 Performance Comparison of Scenarios 1, 2 and 3 and the Do-Minimum (DM) against the Strategy Objectives

| KEY | Significant Negative Impact | Moderate Negative Impact | No Significant Impact | Moderate Positive Impact | Significant Positive Impact |
|-----|-----------------------------|--------------------------|-----------------------|--------------------------|-----------------------------|
|-----|-----------------------------|--------------------------|-----------------------|--------------------------|-----------------------------|

Table 4.5 compares all of the scenarios, including the 'do-minimum', against the four strategy objectives set out in Section 1. Each scenario was assessed on how they would perform against different aspects of each objective. Where scenarios looked set to achieve the objectives, they were given a moderately or significantly positive rating. Where scenarios had a detrimental impact on the objectives, they were given a moderately or significantly negative score. Some scenarios also showed no change when compared against the objectives. Note: This assessment looks at the likely general impact on safety from adopting a number of alternative strategic approaches to dealing with transport challenges in the future. Any future strategy would continue to adopt the current process of identifying specific causes of traffic collisions and putting in place specific measures to tackle those problems to continue our current good progress in reducing road casualties.



More About It...

The Bridgwater, Taunton and Wellington Future Transport Strategy technical report (Sections 6 and 7) provides more detail on the appraisal of each the scenarios discussed in this section. A separate report on 'Non-Modellable Interventions' also gives further details of the 'Smarter Choices' work that was undertaken.

Further transport information can be found at: www.somerset.gov.uk/transportstrategy

5 Which scenario do we propose?

About this Section

This section details the scenario, Scenario 3, that is likely to produce the most positive benefits for people using the transport network in Bridgwater, Taunton and Wellington in the future. Each town is taken in turn and the main proposals have been annotated on maps to help inform you. This section also shows how much it might cost to implement the proposals and how money will be secured to pay for them.

Following the assessment of all of the scenarios outlined in Section 4, the scenario that will get closest to delivering the objectives is Scenario 3. This is not particularly surprising as it includes elements of the other scenarios. However, it does highlight the significant amount of investment required to keep pace with the planned housing and employment developments in the area, the need to make some difficult decisions about managing demand for travel in the future, and the need to change travel habits so that there is less reliance on the car.

The following pages outline the main proposals of Scenario 3 in more detail for Bridgwater, Taunton and Wellington. However, other measures that are not possible to map have been suggested for all three towns. These are:

- Further investigation into road safety measures that will to help meet targets for the numbers of people killed and seriously injured;
- Promotion of electric vehicles and other technologies to reduce the overall CO₂ emissions from private vehicles and public transport;
- Management of traffic to make better use of the road network, including using technology to monitor journey times, enforce traffic offences such as parking in bus stops and on double yellow lines, and also managing work done by utilities companies to make sure traffic is not unnecessarily delayed;
- Work with schools and businesses to promote walking, cycling and public transport use, and provide detailed information to help people make informed choices about the trips they make;
- Improve Community Transport by modernising the fleet, providing more information to potential new users and investigate new solutions to services in rural areas of Somerset;
- Investigation of the use of the Bridgwater & Taunton Canal as a transport route, and whether it could be improved to encourage greater use for commuting;
- Ensure the design of new schemes considers safety for all without compromising ease of use for more vulnerable users in order to improve safety and perception of safety. This includes shared surfaces and improved routes to school;
- Park and bus sites to be accredited to safe parking standard with CCTV coverage of parking areas and buildings and regular patrols by site staff with appropriate training;

- Ensure HGV deliveries takes place outside main shopping and commuting hours in order to reduce conflict between lorries and cars; and
- Automatic number plate recognition technology in all three towns, to improve traffic management.

In addition, measures to address the following transport issues that affect Bridgwater, Taunton and Wellington will be developed in various other parts of the Future Transport Plan for Somerset:

- Management and maintenance of the transport system;
- Accessing rural areas, the countryside and visitor attractions by sustainable transport;
- Reducing the impact of HGVs on communities;
- Adapting to climate change; and
- Minimising the impact of the transport system on natural resources such as water, soil and minerals.

5.1 Bridgwater

Bridgwater will experience a significant amount of housing and economic growth between now and 2026. 'Bridgwater Challenge' is led by Sedgemoor District Council and will facilitate growth plans for the town to create 6,400 new jobs and 7,100 homes. Bridgwater Challenge is a key part of the District Local Development Framework, and is the name given to the work currently being undertaken by Sedgemoor District Council and its partners to make sure master planning for the future makes the most of regeneration opportunities that arise.

The key transport characteristics of Bridgwater currently include:

- At the times of high demand, approximately 65% of people making journeys are travelling for work purposes, including many who commuting to areas outside of the towns they live in;
- Car travel is dominant, traffic levels growing and demand on the highway network at peak times is already close to or exceeding capacity – it is anticipated that this will worsen over time;
- Spare, low cost, town centre, car park capacity is available at all times;
- Over a third of car trips during peak times are short distance trips (less than 3 km long);
- Perception of alternatives to the car is that they are more expensive, unreliable and poor quality;
- Poor public transport provision results in poor accessibility to essential services such as employment, healthcare and education with poor integration between modes;
- Noticeable gaps regarding the provision of demand management;
- Air quality and noise cause localised environmental problems;
- Trips made by people are not predictable so often cannot be planned into public transport routes;
- Increases in traffic in Bridgwater are likely to reduce the ease with which people can access services and facilities in their community; and
- Severance caused by the A 38 and A39 in the town centre.

In order to address the issues identified above, we have developed an overall strategic approach for Bridgwater. Fundamentally, we will be aiming to facilitate development plans and the regeneration work proposed by the Bridgwater Challenge project. We will be making sure we take the best possible approach to dealing with the likely impacts of this development to ensure that the town develops in a sustainable way, minimising the negative impacts of increased traffic and protecting and enhancing the town centre retail area. We will look to manage the traffic on the main routes in and around Bridgwater, to alleviate traffic congestion in the town centre, which will include working with partners to achieve better controls over off-street parking. In conjunction with this, we will further investigate the potential for introducing Park and Bus sites on the edges of the town to reduce town centre congestion. We will seek to improve sustainable links to the railway station, as well as increasing opportunities for walking and cycling in the town by removing physical barriers created by roads, by providing new infrastructure and by improving the pedestrian environment in the town centre.

Potential improvements to increase public transport use and reduce car reliance

PT1 Two new 'Park and Bus' sites to the south and north of Bridgwater linked to future improvements for pedestrians in the town centre - these would include parking restrictions and new and improved pedestrian crossings and refuges

PT2 Enhanced bus services (e.g. better information, vehicles, stops and shelters) on the A38, linking the southern Park & Bus site to the northern Park & Bus site via Bristol Road and Bath Road, and serving the NE Bridgwater development

PT3 New or improved bus priority between the new southern Park and Bus site and Bridgwater town centre.

PT4 Enhanced bus service (e.g. better information, vehicles, stops and shelters etc) linking Wellington, Taunton and Bridgwater along the A38 corridor

PT5 Improve and transform the perception of the principal arterials into the town including the A38, A39 and the A372, including introducing priority bus lanes.

Potential new or improved walking and cycling routes

CY1 Cycle route along the A38 corridor between Express Park and Cross Rifles roundabout.

CY2 New shared walk/cycle route from Bristol Road to Bath Road including foot/cycle bridge to cross the railway line to make it easier for users from the east of the town to access the town centre.

CY3 Cycle route along the A39 corridor from Bower Lane to Cross Rifles roundabout.

CY4 Cycle route from Bower Lane to Parkway via Windsor Road and Bridgwater Community School.

CY5 Cycle route from Bower Lane to the town centre via Avebury Drive, Parkway, Redgate Street and St John Street.

CY6 Cycle route from Bedford Close to the train station via Sedgemoor Road and Westonzoyland Road.

CY7 Cycle route from the Regional Rural Business Centre at Huntworth roundabout to the town centre via the eastern side of the A38, Marsh Lane and Salmon Parade.

CY8 Cycle route from North Petherton to the town centre via the western side of the A38, canal towpath and Old Taunton Road.

CY9 Cycle route from Stockmoor village to the town centre via Stockmoor Rhyne, King George Drive, Hamp Avenue, Middlestream Rhyne and Broadway.

CY10 Cycle route between Wills Road and Hamp Street via Gloucester and Hamp Brook.

CY11 Cycle route between Rhode Lane and the A38 via Wills Road, the urban footpath and Ringwood Road.

CY12 Cycle route between Rhode Lane and Hamp Avenue via green field adjacent to Hamp Brook.

CY13 Cycle route from Broadlands Lane to town centre via Durleigh Road, St Matthews Field and canal towpath.

CY14 Cycle route from Wemdon Road to the town centre via Halesleigh Road, Lyndale Avenue and West Quay.

CY15 Cycle route from Church Rd Wemdon to Bridgwater Community College via St George's Church, Western Way and Union Street.

CY16 Cycle route from Chilton Trinity to the town centre via West Quay.

CY17 Utilising the waterways and green network - new shared walk/cycle route from the north of Bridgwater into the town centre, following the route of the River Parrett.

CY18 Creating pedestrian oriented priority streets by designing in self enforcing traffic calming and road safety measures such as shared space within the town centre core.

CY19 Celebration Mile - improving pedestrian and cycle links from the College and railway station to the town centre.

Potential new highways infrastructure to ease congestion at pinch points

HW1 Improved junctions along Durleigh Road and Spaxton Road

HW2 New road between Bristol Road and Taunton Road running adjacent to the M5 to deliver bus priority, reduce environmental impacts of existing traffic and provide better links for walkers and cyclists to Broadway, Monmouth Street and Bath Road from surrounding areas.

HW3 Improved junction on Westonzoyland Road at Dunwear Lane

HW4 Improved junctions along Bristol Road into Bridgwater from the north, to include the Cross Rifles junction

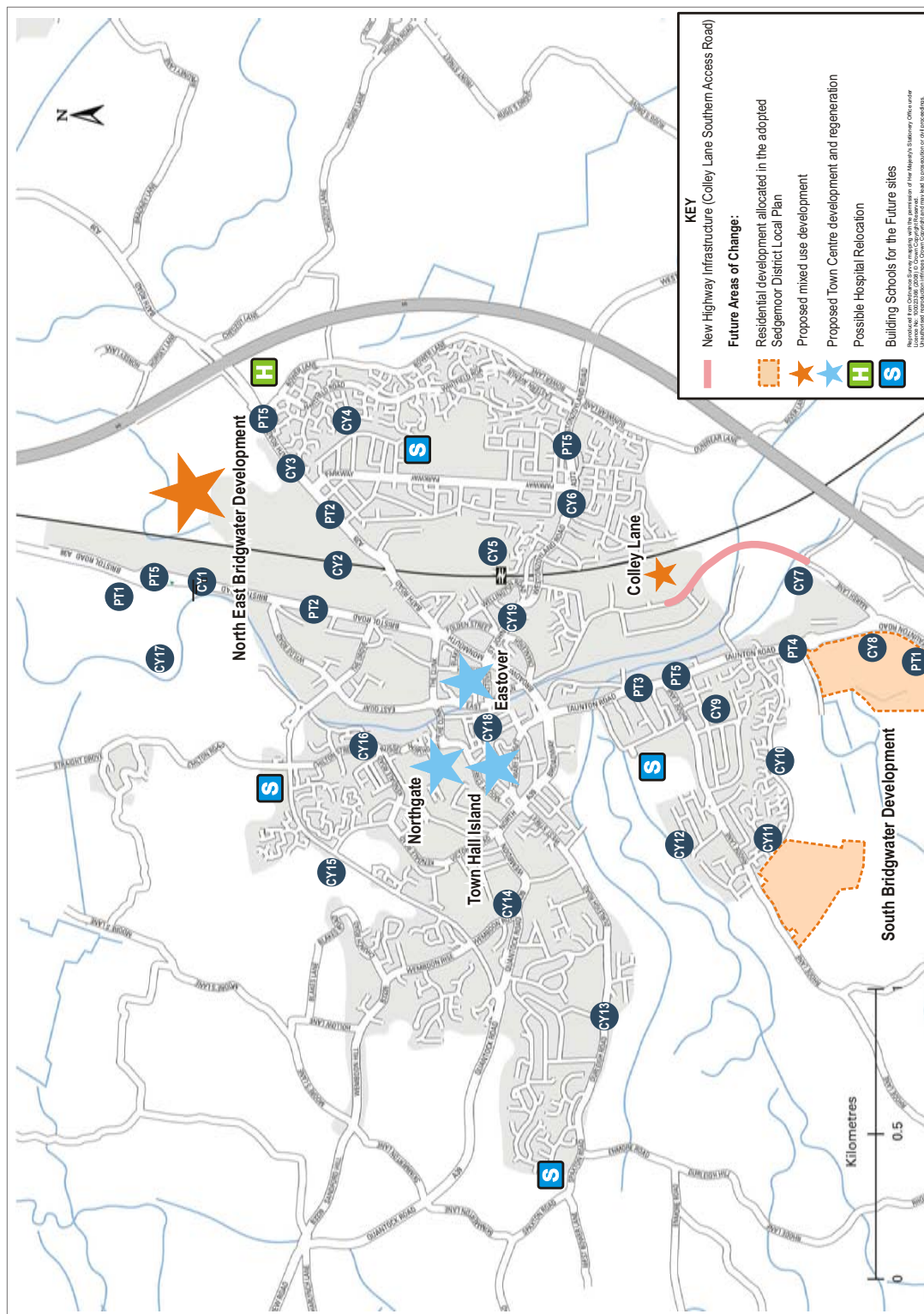
HW5 Improved link from A39 Quantock Road to Spaxton Road

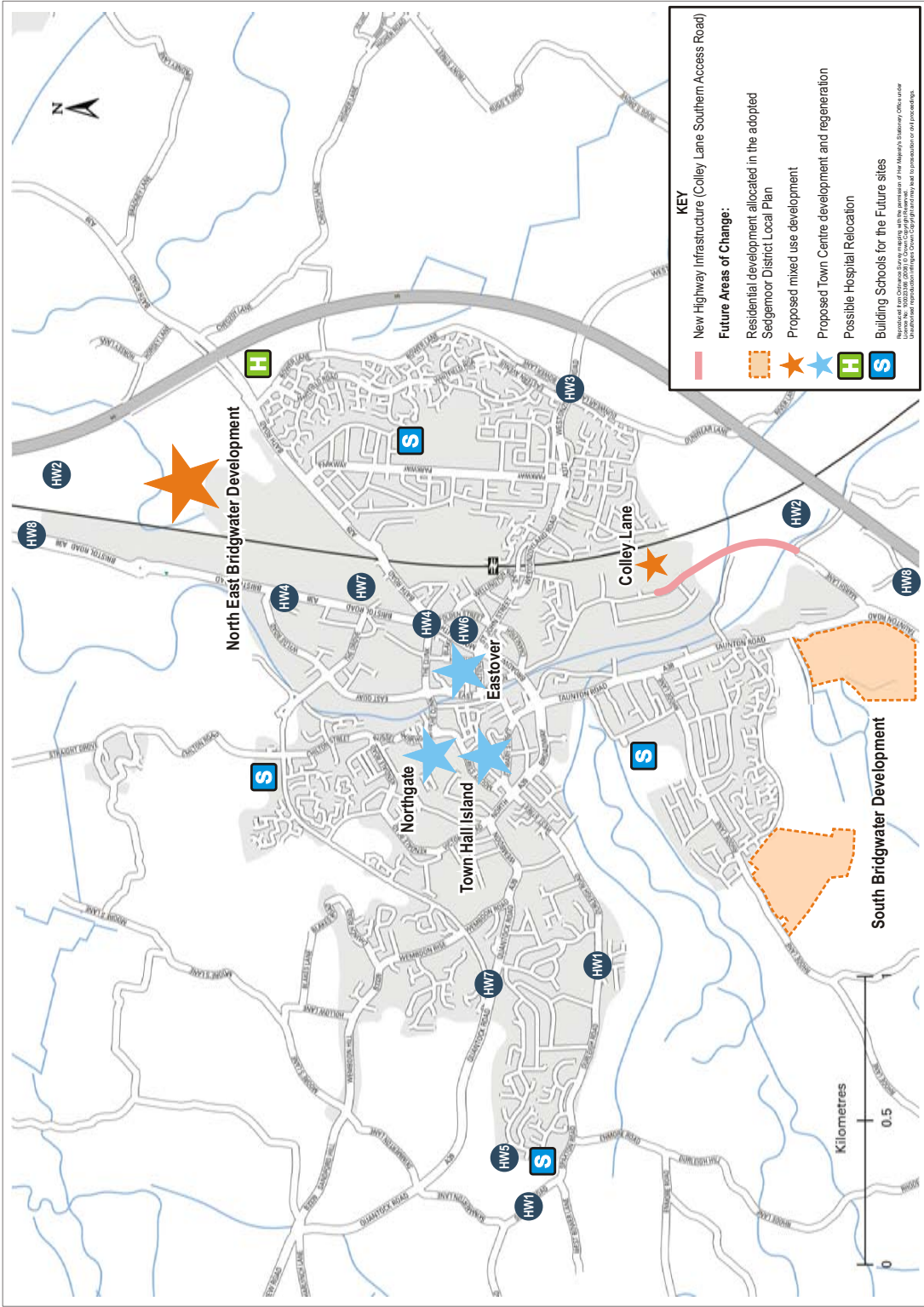
HW6 Improved junctions in Broadway area considering the needs of non-car users, potentially using improved traffic light co-ordination and other intelligent transport technology to provide safer crossings with less waiting time.

HW7 Improved east to west link from A39 Quantock Road incorporating Bridgwater Northern Distributor road and realigned route using Little Sydenham link to relieve Bath Road.

HW8 Advanced traffic management on the approaches to the M5 to help direct travellers and manage roads more effectively

It should be noted that some of the improvements suggested will only be implemented if they are delivered with site specific developments associated with them. As well as the suggestions on the maps, a number of other ideas have been put forward for Bridgwater that are more difficult to map. These are only suggestions at this stage and have not yet been approved or agreed. They are described in Appendix A.





5.2 Taunton

Within Taunton, it is anticipated that a significant amount of housing and economic growth will take place between now and 2026 as part of its status as a national Growth Point. 'Project Taunton' is one of the largest town centre regeneration programmes in the South West. It will help create 2,200 new homes in the town centre and support at least 13,000 new homes in mixed use urban extensions and other new developments in Taunton. Proposals include two strategic urban extensions of 5,000 homes at Monkton Heathfield and 900 homes at Nerrols Farm as well as three 'broad development areas' at Staplegrove (500 homes), Norton Fitzwarren (300 homes) and Comeytrowe (1700 homes). Project Taunton will also provide 80,000m² of employment space, 50,000m² of new retail space and at least 7,000 new jobs in the town centre, contributing to 11,900 new jobs across the Taunton Deane district.

The following issues will need to be addressed through the strategy:

- At the times of high demand, approximately 65% of journeys are for work purposes;
- There is not enough space on popular routes for all those who want to use them, so queueing and delay occur – it is anticipated that this will worsen over time;
- Access to low cost, town centre, long-stay parking encourages people to drive;
- During peak periods, over a third of car drivers are making journeys of less than 3km;
- Alternatives to the car are perceived as expensive, unreliable and poor quality;
- Air quality, particularly at East Reach and Henlade, and traffic noise cause localised environmental problems;
- Trips made by people are not predictable so often cannot be planned into public transport routes; and
- Increases in traffic in Taunton are likely to reduce the ease with which people can access services and facilities in their community.

Our overall approach to tackling these issues in Taunton will focus on managing the demand for travel in and around the town. We will look to use technology, such as variable message signs and real time bus information, to allow informed travel choices to be made. We will improve public transport routes and give them priority on the main routes into the town, to make the bus a more attractive alternative to the car. In conjunction with key new infrastructure projects such as the Third Way, we will seek to pedestrianise more of the streets in the heart of the town and make it easier for people to walk and cycle. We will also look to ensure that new developments, providing houses and jobs for the growth of the town, are designed to minimise future traffic growth and brought forward in a way that increases the long term sustainability of these sites and reduces the reliance on the car.

The following maps show the specific ideas and options we have developed.

Potential new or improved cycling and walking routes

CY1 Completion of the shared footway/cycle route between Roake Lane, Norton Fitzwarren and Cross Keys roundabout (A248/A2054).

CY2 Cycle way linking Bishops Lydeard, Cotford St Luke, Norton Fitzwarren and Silk Mills Rd.

CY3 Cycle route between Silk Mills Rd and Staplegrove Rd via Bindon Rd.

CY4 Shared walk/cycle route from Silk Mills Park & Ride site to Taunton town centre via Frieze Hill and Clarence Street.

CY5 Shared walk/cycle route from Silk Mills Park & Ride site to Bishops Hull on the eastern side of the carriageway.

CY6 Improved cycle link between Bishops Hull and the town centre via Heron Drive, SCAT and Castle Street.

CY7 Cycle link from Corkscrew Lane via Greenway Rd, Leslie Ave and Chip Lane.

CY8 Cycle link from Taunton Academy via Cheddon Rd and Station Rd.

CY9 Cycle way linking Taunton Academy, Dorchester Rd, Lyngford Rd and Winkworth Way.

CY10 Cycle link from Bossington Drive via Cleeve Rd and Priorswood Rd.

CY11 North/south link between Heathfield Community School and Halcon via Dyers Lane and Bridgwater Rd.

CY12 Improved cycle link between Creech St Michael and the town centre using the Bridgwater and Taunton canal towpath.

CY13 Cycle link between Ruishton and Taunton town centre using the riverside path.

CY14 Cycle link between Hankridge Farm Retail Park and the town centre via Roman Rd and Barrow Drive.

CY15 Cycle link between Henlade and the town centre via junction 25 of the M5 and Hamilton Rd.

CY16 Improved cycle link between Blackbrook Park Ave and the town centre via Hamilton Park and Hammett St.

CY17 Cycle link between Comeytrowe Rd and the town centre via Galmington Rd, Parkfield Walk and Manor Rd.

CY18 Cycle link between Church Rd, Trull and the town centre via Wild Oake Lane, Sherford Rd, Fons George and High St.

CY19 Shared walk/cycle link between Sherford Rd and Mountfield Rd.

CY20 Cycle route between Killams Ave and town centre via Mountfields Ave, Mount Walk and High St.

CY21 Foot/cycle way between southern end of Killams and Blackbrook parallel to M5.

CY22 Cycle way linking Haydon Lane, Lisieux Way, Victoria Park and town centre.

CY23 Shared walk/cycle route through Taunton town centre along East Reach.

CY24 Extended pedestrianisation in Taunton town centre to include increased cycle access on East St, High St, Corporation St and North St.

CY25 New foot/cycle bridge over railway linking Taunton town centre and Lyngford.

CY26 Green link from town centre to Neroche Harepath trail on the Blackdown Hills.

CY27 Foot/cycle way linking Halcon in Taunton East to the north through the green wedge to the Quantock Hills.

Potential improvements to increase public transport use and reduce car reliance

PT1 New or improved bus priority route from Monkton Heathfield along A3259 to Taunton town centre via Taunton railway station

PT2 Quality Bus Partnerships to deliver enhanced bus services for Pyrland, Lyngford, Lambrook, Holway, Comeytrowe, Galmington and from town centre to Norton Fitzwarren

PT3 New Park and Ride site at Monkton Heathfield (600 spaces)

PT4 New or improved bus priority from Henlade at planned Park and Ride at Cambria Farm (1000 spaces) to Taunton town centre using high quality bus corridors with bus priority, bus-only gates and bus lanes where possible as well as improved cycle facilities

PT5 New or improved bus priority from possible Comeytrowe development to Taunton town centre following the path of the A38

PT6 Improved passenger waiting facilities at Taunton bus station

PT7 High Frequency Rapid Transit route from possible Comeytrowe development to Taunton town centre

PT8 Improved interchange facilities and better integration of bus and rail services at Taunton railway station

PT9 Expansion of existing Park and Ride facilities at Silk Mills (from 600 to 1000 spaces)

PT10 Ilminster Road bus-only gate to be upgraded to operate in two directions

PT11 Improved public transport access from Park and Ride site on Silk Mills Road (A3065) to junction with Mountway Rd

PT12 Enhanced bus service (better information, vehicles, stops and shelters etc) linking Wellington, Taunton and Bridgwater along the A38

Potential locations for variable message signs linked to other intelligent transport technology to help direct travellers and manage roads more effectively

VM1 North East of Norton Fitzwarren

VM2 Junction of Staplegrove Road with Bindon Road

VM3 Junction of Wellington Road with Castle Street

VM4 Junction of East Reach with South Street

VM5 Along A3259 west of Maidenbrook Lane

VM6 Exit of town on approach to M5

VM7 A38 approach from Wellington to Taunton

VW8 A358 on approach from Ilminster before Henlade

Potential new highways infrastructure to ease congestion at pinch points

HW1 Improved junction on B3227 at Station Road in Norton Fitzwarren

HW2 Completion of a bypass for Norton Fitzwarren

HW3 Junction connecting new road through development south of Norton Fitzwarren with A3065 Silk Mills Rd

HW4 Improved junctions along A358 (Staplegrove Rd) from Norton Fitzwarren into Taunton town centre

HW5 New access road from A38 to possible new housing site at Comeytrowe

HW6 New link roads to the north of Staplegrove to facilitate new development, with potential for including a further link to the north-east (Cheddon Rd to Bossington Drive)

HW7 Improved junctions along A3259 between Monkton Heathfield and town centre

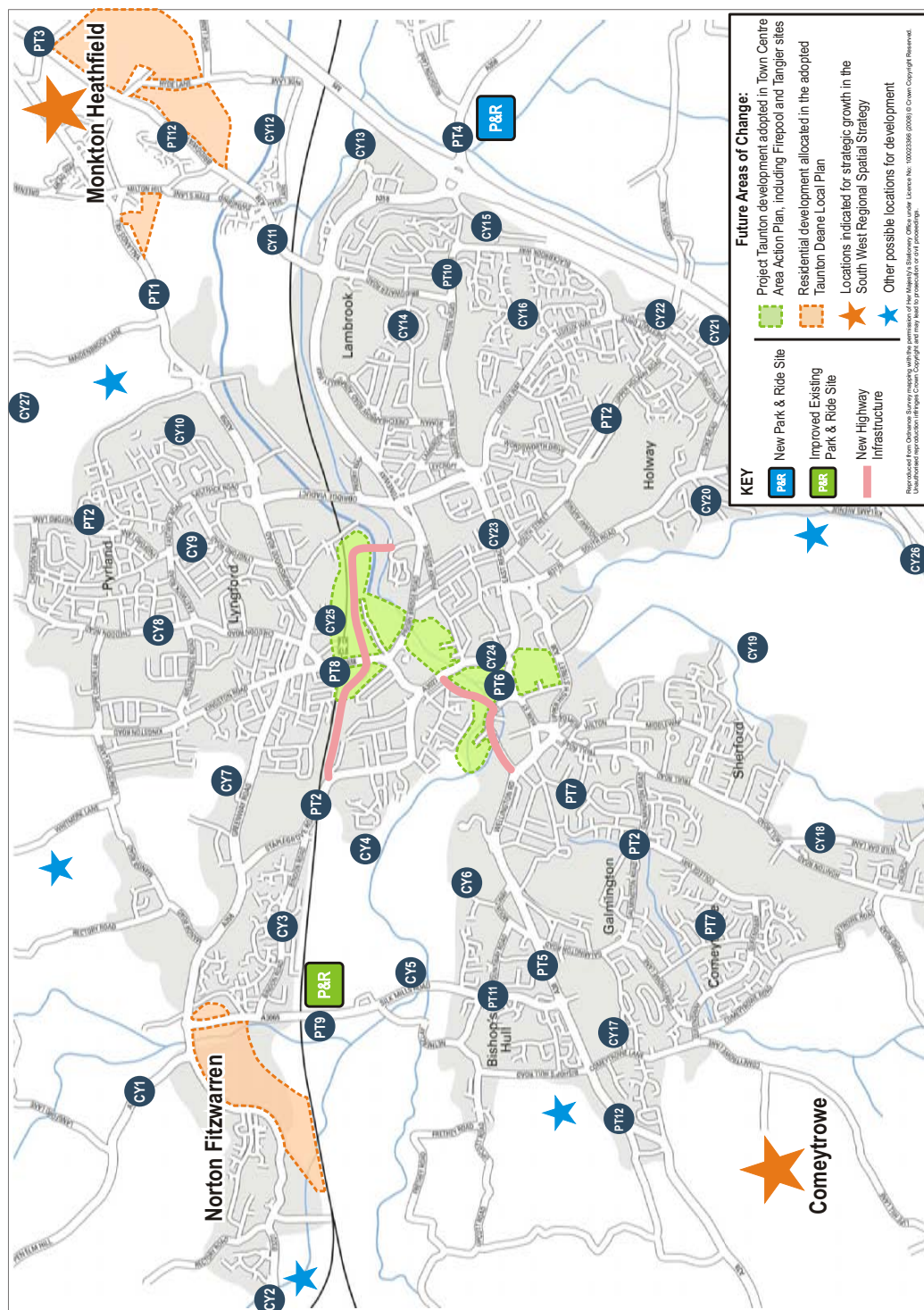
HW8 A bypass for Henlade combined with greater traffic calming through the village as part of wider A303/A358 improvement package

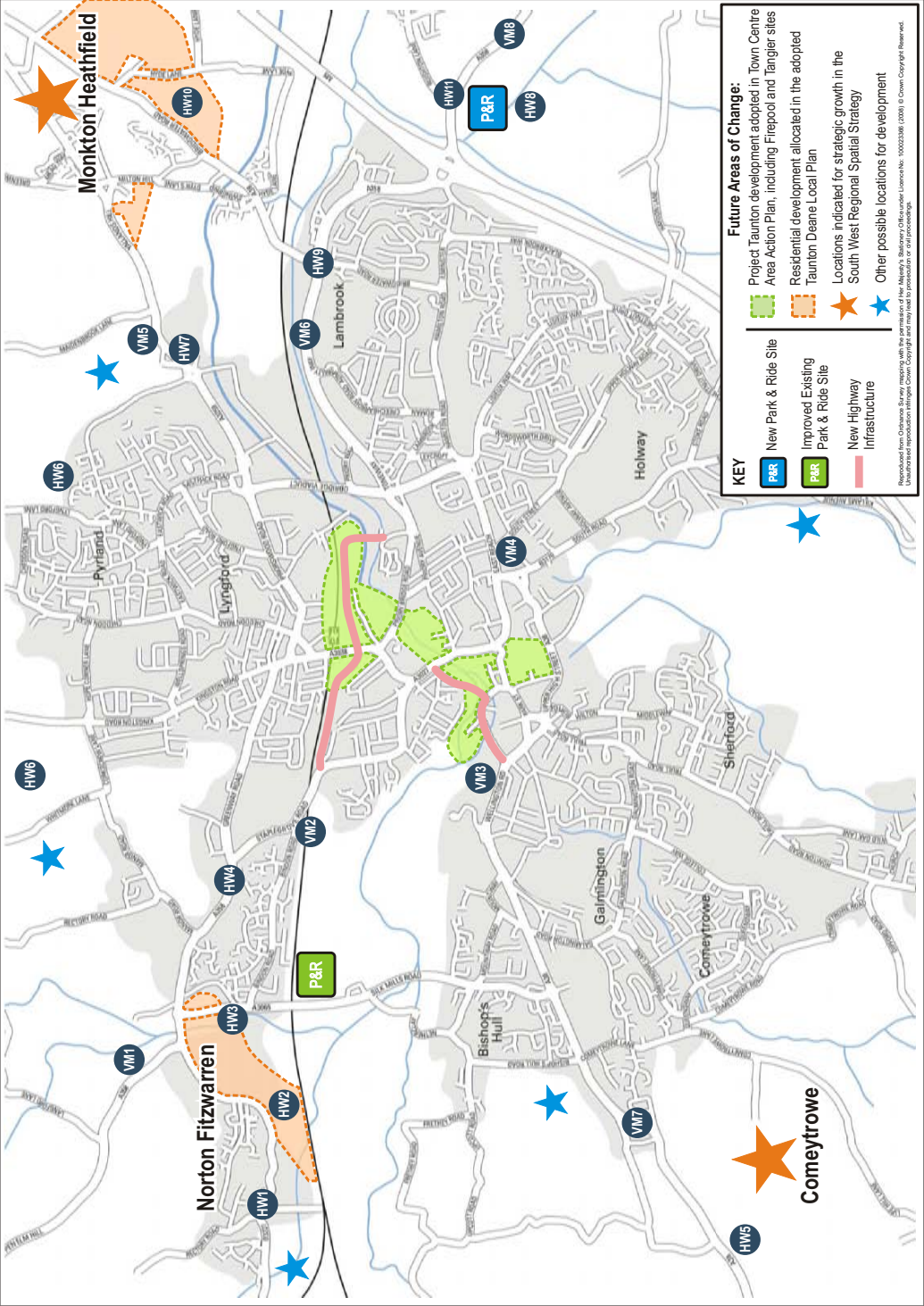
HW9 Improved junctions from M5 along A358 (Toneway) and into Taunton town centre

HW10 New road from Bridgwater Rd to A3259 to south of Monkton Heathfield

HW11 Improved junctions at Henlade along A358 to M5 from planned Park and Ride

It should be noted that some of the improvements suggested will only be implemented if they are delivered with site specific developments associated with them. As well as the measures noted on the maps, a number of other ideas are suggested that are more difficult to map and have not yet been approved or agreed. They are described in Appendix A.





5.3 Wellington

Outside of the Taunton area some 4,000 homes will be considered in other urban areas and major and minor rural centres. As well as its close link with Taunton as a commuter area, it is likely that Wellington will accommodate much of this remaining housing allocation.

The following issues have been identified which will need to be addressed through the strategy:

- At the times of high demand, approximately 65% of journeys are for work purposes;
- There is not enough space on popular routes for all those who want to use them, so queueing and delay occurs – it is anticipated that this will worsen over time;
- Access to low cost, town centre, long-stay parking encourages people to drive;
- During peak periods, over a third of car drivers are making journeys of less than 3km;
- Perception of alternatives to the car is that they are more expensive, unreliable and poor quality;
- Air quality and noise cause localised environmental problems;
- Trips made by people are not predictable so often cannot be planned into public transport routes;
- Wellington is the largest town on the main West of London railway line without a station; and
- Increases in traffic in Wellington are likely to reduce the ease with which people can access services and facilities in their community.

These issues need to be addressed and we have developed a strategic overview to achieve our objectives. We will look to improve connectivity from Wellington to Taunton and beyond as well as improving the town centre environment. This will be through improving highway infrastructure associated with planned new development and increasing public transport opportunities along the A38. In addition we will continue to work with partners to deliver a new railway station in Wellington to improve regional and national connectivity and improve the sustainable transport links to the town. We will work with developers to ensure that new housing sites are accessible by all users of the transport network, particularly where these are outside of the town centre. We will also look to improve walking, cycling and public transport opportunities within the town by installing and upgrading associated infrastructure.

Potential improvements to increase public transport use and reduce car reliance

PT1 New park and bus facilities at Chelston roundabout (250 spaces) and at Rockwell Green (25 spaces), incorporating improved bus services and providing car parking along the route of existing bus services. Rockwell Green to have bus interchange facilities to improve the experience of bus users.

PT2 Possible reopened railway station linking Wellington to the national network, integrating with other transport modes and providing an alternative to use of the M5.

PT3 Improved bus services (e.g. better information, vehicles stops and shelters) and bus priority along the A38 serving Wellington, Taunton and Bridgwater, with links to Taunton railway station and Richard Huish College.

PT4 Bus route serving areas around the town rather than people having to change in the centre to go to another part of the town.

Potential new or improved walking and cycling routes

CY1 Cycle route from town centre along B3187 to A38 with possible extension all the way to Taunton.

CY2 Cycle route from town centre to Tonedale.

CY3 Cycle route from town centre south west along Mantle Street with possible link to Courtland Road via the footpath alongside Courtfield School.

CY4 Cycle route from town centre south along Swains Lane and South Street.

CY5 Cycle route from Holyoake Street to Taunton Road at Longforth Farm and Cade's Farm.

CY6 Shared walk/cycle route from Rockwell Green to the sports centre and Station Road.

CY7 Cycle route between Westpark and the town centre via Cades Farm and Gay Close.

CY8 Cycle route between Bagley Road and the town centre.

Potential new highways infrastructure to ease congestion at pinch points

HW1 New road between Taunton Road and B3187 (Milverton Road/Station Road) to link and serve new developments at Longforth Farm and Tonedale

HW2 Junction improvements at Chelston Roundabout, A38 Hockholler junction and the Nynehead/Wellington junction.

It should be noted that some of the improvements suggested will only be implemented if they are delivered with site specific developments associated with them. As well as the measures noted on the maps, a number of other ideas are suggested that are more difficult to map. It should be stressed that these are only suggestions at this stage and have not yet been approved or agreed. They are described in Appendix A.

5.4 Do our proposals meet Future Transport Plan objectives?

A standard appraisal process has been developed, using established guidance, to assess the extent to which our transport strategies will achieve the objectives of Somerset County Council's Future Transport Plan. In this process individual interventions are scored against a number of criteria. The appraisal will be applied to all the strategies that contribute to the FTP.

In order to assess how well the Bridgwater, Taunton and Wellington Future Transport Strategy will achieve the FTP goals, we have used the standard process to evaluate all the schemes and measures included in our proposals. For the sake of simplicity, where there are several similar schemes proposed in one area they have been grouped together under the same heading.

Table 5.1 shows the results of this appraisal process for the Bridgwater, Taunton and Wellington Future Transport Strategy. The total score for each scheme (or group of schemes) in the strategy is given in the last column. The score is partly a measure of the contribution that the initiative makes towards achieving national transport objectives (see Section 3.1.1) but also takes a number of other factors into account, including cost and scale of impact. A high score therefore tells us that the scheme performs well on a range of issues. The results of the appraisal will therefore be used to help determine our priorities when making decisions about implementing the strategy.

The full appraisal is attached in Appendix B of this document.

| Option | Location | Description | Score |
|--------|------------|---------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 22 | Bridgwater | More integrated transport: better coordination of bus and rail services. | 22.4 |
| 8 | Area Wide | Promotion of electric vehicles | 20.4 |
| 10 | Bridgwater | New shared cycle and pedestrian routes in Bridgwater linking outskirts to town centre | 18.2 |
| 14 | Bridgwater | Linked cycle network | 17.5 |
| 7 | Area Wide | Ensure HGV deliveries take place outside main shopping and commuting hours | 17.0 |
| 38 | Taunton | Increased parking charges | 16.0 |
| 2 | Area Wide | Work with schools and businesses to promote walking, cycling and public transport use and provide information to help make informed choices | 15.6 |
| 12 | Bridgwater | 20 mph zones, traffic calming, pedestrian priority, shared spaces etc in town centre | 14.7 |

| | | | |
|----|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| 25 | Taunton | Increase pedestrianisation of Taunton town centre to include increased cycle access | 14.7 |
| 19 | Bridgwater | Enhanced bus service linking Wellington, Taunton and Bridgwater along the A38 corridor | 14.3 |
| 36 | Taunton | Improved interchange facilities and better integration of bus and rail services at Taunton railway station | 14.3 |
| 48 | Wellington | Reduce heavy traffic flows in town; consider pedestrianisation, removal of on-street parking, 20mph limits in zones across all of Rockwell and Wellington, traffic calming and HGV restrictions. | 14.2 |
| 35 | Taunton | Improved facilities at Taunton bus station | 13.9 |
| 39 | Taunton | Comprehensive and integrated cycle network | 13.6 |
| 3 | Area Wide | Improve Community Transport | 13.6 |
| 37 | Taunton | RTPI | 13.5 |
| 21 | Bridgwater | Improvements at Bridgwater railway station to address access issues | 13.5 |
| 24 | Taunton | Shared walk/cycle routes in Taunton | 13.1 |
| 20 | Bridgwater | More public transport on rural routes and more evening and Sunday services. | 13.0 |
| 11 | Bridgwater | Pedestrian and cycle links between the schools and key destinations | 12.9 |
| 13 | Bridgwater | Celebration Mile - Improved pedestrian and cycle links between the College, railway station and town centre | 12.9 |
| 42 | Wellington | Shared walk/cycle routes in Wellington | 12.9 |
| 32 | Taunton | Bus priority routes to town centre | 12.8 |
| 4 | Area Wide | Ensure the design of new schemes considers safety for all without compromising ease of use for more vulnerable users. | 12.6 |
| 18 | Bridgwater | New Park and Bus sites to the south and north of Bridgwater, enhanced bus services, new or improved bus priority, improvement of the | 11.1 |

| | | | |
|----|------------|------------------------------------------------------------------------------------------------------------|------|
| | | principal arterials into the town, improvements for pedestrians in the town centre | |
| 47 | Wellington | Town bus route | 11.1 |
| 27 | Taunton | Additional pedestrian crossing facilities around town centre area | 10.5 |
| 26 | Taunton | 20mph zones, on-street parking permit-controlled, public transport has priority | 10.2 |
| 33 | Taunton | Quality Bus Partnerships / enhanced bus services | 10.0 |
| 23 | Bridgwater | Reduce severance caused by roads carrying high volumes of traffic. | 9.8 |
| 15 | Bridgwater | Improved junctions considering needs of non-car users | 9.6 |
| 1 | Area Wide | Management of traffic to make better use of the road network | 9.5 |
| 41 | Taunton | Traffic management VMS | 9.5 |
| 44 | Wellington | Junction improvements at Chelston Roundabout, A38 Hockholler Junction and the Nynhead/Wellington Junction. | 6.8 |
| 5 | Area Wide | Park and bus sites to be accredited to safe parking standard | 6.6 |
| 9 | Area Wide | Air quality monitoring stations | 6.4 |
| 28 | Taunton | Improved junctions between Norton Fitzwarren / Monkton Heathfield / M5 and Taunton town centre | 6.2 |
| 45 | Wellington | New park and bus facilities at Chelston roundabout (250 spaces) and at Rockwell Green (25 spaces) | 4.7 |
| 34 | Taunton | New or expanded P&R | 4.3 |
| 46 | Wellington | Possible reopened railway station at Wellington | 3.5 |
| 31 | Taunton | Henlade by-pass, traffic calming, improved junctions (303/A358 improvement package) | 3.5 |
| 29 | Taunton | Completion of a bypass for Norton Fitzwarren | 2.3 |
| 40 | Taunton | High quality, secure multi-storey car parks | 2.2 |

| | | | |
|----|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| 6 | Area Wide | More control over retail parking on edges of town centre | 0.5 |
| 16 | Bridgwater | New road between Bristol Road and Taunton Road running adjacent to the M5. Improved links from A39 Quantock Road to Spaxton Road and using Little Sydenham link to relieve Bath Road. | 0.0 |
| 17 | Bridgwater | North Petherton bypass | -0.0 |
| 43 | Wellington | New road between Taunton Road and B3187 to serve new developments at Longforth Farm and Tonedale | -0.1 |
| 30 | Taunton | New access and link roads to facilitate development | -0.1 |

Table 5.1: Summary of Appraisal for Bridgwater, Taunton and Wellington Future Transport Plan Strategic Interventions

5.5 When will the schemes be built and how will they be funded?

How long will it take for these schemes to be put in place?

The length of this strategy means the different elements of it will need to be implemented in phases. This will make sure that the schemes are timed to help keep the transport system working before all of the measures are put in place, to allow time to secure funding and also to make sure the works are done in tandem with housing or employment development that might be taking place. While it is difficult to predict exactly when schemes will be ready to carry out, it is possible to predict delivery periods into short term (to 2011), medium term (from 2011 to 2016) or long term (beyond 2016). It is likely that short term measures will be located in the town centres, may look at addressing existing problems and will focus on walking, cycling and public transport improvements wherever possible. Medium term schemes are likely to help off-set traffic growth in new building developments and also look at issues outside of the town centres. Long term projects will look at completing public transport and other major links between the three towns. This will lead to a phased and prioritised programme, which will identify critical infrastructure and a likely delivery period. This will need to be flexible to respond to funding availability. More localised programmes for smaller schemes will be developed to fit with our Future Transport Plan and can be reviewed and refreshed every few years.

How much will this cost and where will the money come from?

It is likely that the overall cost of the strategy will be in the region of £200m. This is an ambitious amount, particularly in the light of the reductions in public funding for transport that are likely to form part of the new Government's budget. However, there are a number of ways in which Somerset County Council can obtain funding for these schemes. Opportunities for funding are listed below:

Regional Growth Fund - The funding of future major schemes is likely to be via the Regional Growth Fund. No new schemes are likely to be able to be promoted in Somerset until the consideration of new major transport schemes investment from 2016 onwards. Somerset County Council has been successful in securing regional funding in the past and has a good reputation for delivering on time and on budget.

Developer Contributions – Planning legislation allows authorities to require funding from developers to contribute towards providing the necessary infrastructure to make sure new housing or employment projects do not cause more transport problems. Funding can be secured for new roads, cycle paths, walking routes or for public transport. It is likely that this will be a significant source of funding to deliver the strategy as much of what we have suggested is necessary in order to facilitate new development.

Future Transport Plan - Somerset County Council is allocated money by central Government to address local transport priorities outlined in its Local Transport Plan. Many of the smaller schemes identified through this project may be delivered through this plan.

Funding may come through other sources including Government initiatives such as the Local Sustainable Transport Fund. Most opportunities for funding require competitive bidding against other authorities.

More About It...

The Bridgwater, Taunton and Wellington Future Transport Strategy technical report (Section 8 and Appendices 1 and 2) gives more information on the measures that are indicated in this document and how much each scheme will cost.

Further transport information can be found at: www.somerset.gov.uk/transportstrategy

References

Stern Review (DfT, 2006)

Eddington Transport Study (DfT, 2006)

Towards a Sustainable Transport System (DfT, 2007)

Delivering a Sustainable Transport System (DfT, 2008)

Draft Regional Spatial Strategy (Proposed Changes - July 2008)

Circular 02/07 Planning and the Strategic Road Network (DfT, 2007)

Guidance on Transport Assessment: (DfT, 2007)

Planning Policy Guidance Note13: Transport (DfT, 2001)

Planing Policy Statement 12: Local Spatial Planning (DfT, 2008)

Somerset Local Area Agreement 2008-2011(Somerset Strategic Partnership, 2009)

Somerset Sustainable Community Strategy 2009-2026 (Somerset Strategic Partnership, 2009)

Somerset Future Transport Plan 2011-2026 (SCC, 2011)

Somerset Rights of Way Improvement Plan (SCC, 2006)

Taunton Transport Strategy Review 2006-2011 (SCC, 2006)

Taunton Second Transport Strategy Review Final Technical Report (Atkins, 2008)

Second Taunton Transport Strategy Review Baseline Update Report (Atkins, 2007)

Taunton Second Transport Strategy Review Non-Modellable Interventions Methodology Technical Note (Atkins,2007)

Project Taunton Masterplan (Terence O'Rourke, 2005)

Bridgwater Vision and Strategic Framework (Gillespies, 2009)

Vision for Wellington Plan (Wellington Economic Partnership, 2008)

References

Appendix A: Further Proposals

This appendix contains further ideas and proposals for transport interventions in Bridgwater, Taunton and Wellington, some of which have been put forward through the consultation process. At this stage they have not been approved or agreed but will be considered for inclusion in the detailed implementation plan.

Bridgwater

- Public transport corridors supported by technology that detects buses and provides Real Time Passenger Information to bus stops. Bus lanes to be provided on the approach to all major junctions to improve reliability.
- More public transport on rural routes and more evening and Sunday services.
- Improvements at Bridgwater railway station: work with the Severnside Community Rail Partnership to improve rail services, frequencies and facilities between Bridgwater and Taunton and address access issues at station.
- More integrated transport: better coordination of bus and rail services; more cycle parking at Bridgwater railway station.
- Linked cycle network.
- Improved streetscape and environment for vulnerable road users to reduce issues of severance caused by roads carrying high volumes of traffic.
- More control over retail parking on edges of town centre to enable all Bridgwater town centre parking to be rationalised and better utilised - reducing the level of traffic circulating in town centre (especially in the south of the town) and ensure that Park and Bus sites are used effectively.
- Designate areas in Bridgwater town centre where on-street parking is permit-controlled or limited, public transport has priority and the street scene is in keeping with the character of the town. This is to achieve improved safety and to make local environments more attractive for people to live in. Suggested areas are A39 Broadway, Monmouth St, The Clink, Northgate and Mount St.
- Consider how any further development at Hinkley Point may affect traffic flow in Bridgwater.
- Improve junction of A39 Bath Road/Puriton Hill (Crandon Bridge).
- Traffic management and/or variable message signing to reduce congestion due to roadworks and road accidents on the main roads.
- Consider bus laybys, cycle lanes and refuges for pedestrians on A38 between Taunton and Bridgwater.
- Air quality monitoring stations.

Taunton

- Public transport corridors supported by technology that detects buses and provides Real Time Passenger Information to bus stops with compliant information. Bus lanes to be provided on the approach to all major junctions to improve reliability.
- Designate areas in Taunton town centre where on-street parking is permit-controlled or limited, public transport has priority and the street scene is in keeping with the character of the town. Suggested areas are Priory Bridge Rd, Winchester St, Duke

St, Tancred St, Hurdle Way, The Crescent, Tower St, North St, Bridge St and Station Rd.

- Work with the Severnside Community Rail Partnership to improve rail services, frequencies and facilities between Bridgwater and Taunton. Provide more cycle parking at Taunton railway station.
- Provide a comprehensive and integrated cycle network that is safe and well-signed with additional cycle parking; address areas identified by cyclists as non user-friendly.
- Improved cycle route from the Brewhouse into Taunton Town Centre.
- Additional pedestrian crossing facilities at Station Road adjacent to the railway station, Bridge Street/Wood Street, North Street and East Street, Corporation Street and The Crescent.
- Increased parking charges for public on- and off-street to deter non-essential trips from being made and to encourage people to use alternative forms of transport. Car park guidance signing/system in the town centre.
- Air quality monitoring stations.

Wellington

- Traffic management to reduce heavy traffic flows in town; consider pedestrianisation, removal of on-street parking to relieve pinch points within town, traffic calming and HGV restrictions.

Appendix B: Full Appraisal Results

APPRAISAL SUMMARY TABLE

| Option | Location | Description | Estimated Cost | Future Value | | Performance Against DfT goals | | | | | Fit with regional policy | Performance Against any Additional Network Goals | Scale of impact | Deliverability | Key Uncertainties | Other Issues | Numerical score | | | | | | | |
|--------|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|---------------------------------------------------|-------------------------|-------------------------------------|-------------------------|---------------------------------|-----------------------------------------------------------|------------------------------------|--------------------------|--------------------------------------------------|-----------------|----------------|-------------------|--------------|-----------------|---------|---------|----------------------------------|---------------|---------------|---------------|--|
| | | | Scheme cost over FTP period. | Assessment of scheme impact over a 30 year period | | Reduce Carbon Emissions | Support Economic Growth | Promote Equality of Opportunity | Improve Quality of Life and a Healthy Natural Environment | Better Safety, Security and Health | | | | | | | | | | | | | | |
| | | | | | | Summary of National Goals Worksheet | | | | | | | | | | | | | | | | | | |
| | | | 3 = £0 - 25,000 | 2 = significant saving | 0 = part of FTP period | | | | | | | | | | | | | 1 = yes | 1 = yes | 0 = no discernable improvement | Traffic light | Traffic light | Traffic light | |
| | | | 2 = £25,001 - 250,000 | 1 = minor saving | 1 = whole of FTP period | | | | | | | | | | | | | 0 = no | 0 = no | 1 = slight improvement | | | | |
| | | | 1 = £250,001 - £1,000,000 | 0 = no impact | 2 = beyond FTP period | | | | | | | | | | | | | | | 2 = significant improvement | | | | |
| | | | 0 = more than £1,000,000 | -1 = minor cost | | | | | | | | | | | | | | | | 3 = substantially solves problem | | | | |
| | | | | -2 = significant cost | | | | | | | | | | | | | | | | | | | | |
| 1 | A | Management of traffic to make better use of the road network | 2 | 0 | 2 | -1.0 | 0.2 | 0.0 | 0.0 | 0.0 | 1 | 1 | 1 | | | | 9.5 | | | | | | | |
| 2 | A | Work with schools and businesses to promote walking, cycling and public transport use and provide information to help make informed choices | 2 | 0 | 2 | 1.0 | 0.0 | 0.0 | 0.0 | 0.2 | 1 | 1 | 1 | | | | 15.6 | | | | | | | |
| 3 | A | Improve Community Transport | 2 | 0 | 1 | 1.0 | 0.0 | 0.3 | 0.3 | 0.0 | 1 | 1 | 1 | | | | 13.6 | | | | | | | |
| 4 | A | Ensure the design of new schemes considers safety for all without compromising ease of use for more vulnerable users. | 2 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 1 | 1 | 1 | | | | 12.6 | | | | | | | |
| 5 | A | Park and bus sites to be accredited to safe parking standard | 3 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0 | 0 | 0 | | | | 6.6 | | | | | | | |
| 6 | A | More control over retail parking on edges of town centre | 2 | -2 | 2 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0 | 0 | 1 | | | | 0.5 | | | | | | | |
| 7 | A | Ensure HGV deliveries take place outside main shopping and commuting hours | 3 | 0 | 2 | 0.0 | 0.2 | 0.0 | 0.1 | 0.0 | 1 | 1 | 1 | | | | 17.0 | | | | | | | |
| 8 | A | Promotion of electric vehicles | 3 | 0 | 2 | 1.0 | 0.0 | 0.0 | 0.1 | 0.0 | 1 | 1 | 1 | | | | 20.4 | | | | | | | |
| 9 | A | Air quality monitoring stations | 2 | -1 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 1 | 1 | 0 | | | | 6.4 | | | | | | | |
| 10 | B | New shared cycle and pedestrian routes in Bridgwater linking outskirts to town centre | 2 | -1 | 2 | 1.0 | 0.2 | 0.0 | 0.2 | 0.2 | 1 | 1 | 2 | | | | 18.2 | | | | | | | |
| 11 | B | Pedestrian and cycle links between the schools and key destinations | 2 | -1 | 2 | 1.0 | 0.0 | 0.0 | 0.1 | 0.2 | 1 | 1 | 1 | | | | 12.9 | | | | | | | |
| 12 | B | 20 mph zones, traffic calming, pedestrian priority, shared spaces etc in town centre | 2 | -1 | 2 | 0.0 | 0.0 | 0.0 | 0.3 | 0.4 | 1 | 1 | 2 | | | | 14.7 | | | | | | | |
| 13 | B | Celebration Mile - Improved pedestrian and cycle links between the College, railway station and town centre | 2 | -1 | 2 | 1.0 | 0.0 | 0.0 | 0.1 | 0.2 | 1 | 1 | 1 | | | | 12.9 | | | | | | | |
| 14 | B | Linked cycle network | 2 | -1 | 2 | 1.0 | 0.0 | 0.0 | 0.2 | 0.2 | 1 | 1 | 2 | | | | 17.5 | | | | | | | |
| 15 | B | Improved junctions considering needs of non-car users | 2 | -1 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 1 | 1 | 1 | | | | 9.6 | | | | | | | |
| 16 | B | New road between Bristol Road and Taunton Road running adjacent to the M5. Improved links from A39 Quantock Road to Spaxton Road and using Little Sydenham link to relieve Bath Road. | 0 | -2 | 2 | -2.0 | 0.2 | 0.0 | 0.0 | 0.0 | 1 | 1 | 0 | | | | 0.0 | | | | | | | |
| 17 | B | North Petherton bypass | 0 | -2 | 2 | -2.0 | 0.2 | 0.0 | -0.2 | 0.0 | 1 | 1 | 0 | | | | 0.0 | | | | | | | |
| 18 | B | New Park and Bus sites to the south and north of Bridgwater, enhanced bus services, new or improved bus priority, improvement of the principal arterials into the town, improvements for pedestrians in the town centre | 1 | -2 | 2 | 1.0 | 0.3 | 0.0 | 0.2 | 0.2 | 1 | 1 | 2 | | | | 11.1 | | | | | | | |
| 19 | B | Enhanced bus service linking Wellington, Taunton and Bridgwater along the A38 corridor | 2 | 0 | 1 | 1.0 | 0.5 | 0.0 | 0.3 | 0.0 | 1 | 1 | 1 | | | | 14.3 | | | | | | | |
| 20 | B | More public transport on rural routes and more evening and Sunday services. | 2 | 0 | 1 | 1.0 | 0.0 | 0.3 | 0.1 | 0.0 | 1 | 1 | 1 | | | | 13.0 | | | | | | | |
| 21 | B | Improvements at Bridgwater railway station to address access issues | 2 | -1 | 2 | 1.0 | 0.2 | 0.3 | 0.1 | 0.0 | 1 | 1 | 1 | | | | 13.5 | | | | | | | |
| 22 | B | More integrated transport: better coordination of bus and rail services. | 3 | 0 | 2 | 1.0 | 0.3 | 0.0 | 0.3 | 0.0 | 1 | 1 | 1 | | | | 22.4 | | | | | | | |
| 23 | B | Reduce severance caused by roads carrying high volumes of traffic. | 2 | -1 | 2 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 1 | 1 | 1 | | | | 9.8 | | | | | | | |
| 24 | T | Shared walk/cycle routes in Taunton | 2 | -1 | 2 | 1.0 | 0.0 | 0.0 | 0.2 | 0.2 | 1 | 1 | 1 | | | | 13.1 | | | | | | | |
| 25 | T | Increase pedestrianisation of Taunton town centre to include increased cycle access | 2 | -1 | 2 | 0.0 | 0.0 | 0.0 | 0.3 | 0.4 | 1 | 1 | 2 | | | | 14.7 | | | | | | | |
| 26 | T | 20mph zones, on-street parking permit-controlled, public transport has priority | 2 | -2 | 2 | 0.0 | 0.2 | 0.0 | 0.2 | 0.2 | 1 | 1 | 2 | | | | 10.2 | | | | | | | |

APPRAISAL SUMMARY TABLE

| Option | Location | Description | Estimated Cost | Future Value | | Performance Against DfT goals | | | | | Fit with regional policy | Performance Against any Additional Network Goals | Scale of impact | Deliverability | Key Uncertainties | Other Issues | Numerical score | | | | | |
|--------|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------------------|-------------------------|-------------------------------|-------------------------|----------------------------------|-----------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------|--------------------------------------------------|-----------------|----------------|-------------------|--------------|-----------------|---------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|----------------------------------------------------------|
| | | | Scheme cost over FTP period. | Assessment of scheme impact over a 30 year period | | Reduce Carbon Emissions | Support Economic Growth | Promote Equality of Opportunity | Improve Quality of Life and a Healthy Natural Environment | Better Safety, Security and Health | | | | | | | | | | | | |
| | | | Summary of National Goals Worksheet | | | | | | | Are you aware if the option fits with the objectives of regional policy (e.g. RSS.) | | | | | | | | Are you aware if the option fits with the objectives of regional policy (e.g. LDF, SCS etc) | The degree to which a scheme actually solves the problem. (As opposed to just being good VfM.) | Feasibility, acceptability, availability and procurement of resources, existing commitment and any other threats. | Quality of evidence, assumptions and key areas for further appraisal. | Issues not covered elsewhere. e.g. Degree of innovation. |
| | | | 3 = £0 - 25,000 | 2 = significant saving | 0 = part of FTP period | 1 = yes | 1 = yes | 0 = no discernable improvement | Traffic light | Traffic light | | | | | | | | Traffic light | | | | |
| | | | 2 = £25,001 - 250,000 | 1 = minor saving | 1 = whole of FTP period | 0 = no | 0 = no | 1 = slight improvement | | | | | | | | | | | | | | |
| | | | 1 = £250,001 - £1,000,000 | 0 = no impact | 2 = beyond FTP period | | | 2 = significant improvement | | | | | | | | | | | | | | |
| | | | 0 = more than £1,000,000 | -1 = minor cost | | | | 3 = substantially solves problem | | | | | | | | | | | | | | |
| | | | | -2 = significant cost | | | | | | | | | | | | | | | | | | |
| 27 | T | Additional pedestrian crossing facilities around town centre area | 2 | -1 | 2 | 0.0 | 0.0 | 0.0 | 0.1 | 0.4 | 1 | 1 | 1 | | | | 10.5 | | | | | |
| 28 | T | Improved junctions between Norton Fitzwarren / Monkton Heathfield / M5 and Taunton town centre | 2 | -1 | 2 | -1.0 | 0.2 | 0.0 | -0.1 | 0.0 | 1 | 1 | 1 | | | | 6.2 | | | | | |
| 29 | T | Completion of a bypass for Norton Fitzwarren | 1 | -2 | 2 | -1.0 | 0.2 | 0.0 | 0.0 | 0.0 | 1 | 1 | 1 | | | | 2.3 | | | | | |
| 30 | T | New access and link roads to facilitate development | 1 | -2 | 2 | -2.0 | 0.0 | 0.0 | -0.3 | 0.0 | 1 | 1 | 1 | | | | -0.1 | | | | | |
| 31 | T | Henlade by-pass, traffic calming, improved junctions (303/A358 improvement package) | 1 | -2 | 2 | -1.0 | 0.2 | 0.0 | 0.0 | 0.0 | 1 | 1 | 2 | | | | 3.5 | | | | | |
| 32 | T | Bus priority routes to town centre | 2 | -1 | 2 | 1.0 | 0.2 | 0.0 | 0.1 | 0.0 | 1 | 1 | 1 | | | | 12.8 | | | | | |
| 33 | T | Quality Bus Partnerships / enhanced bus services | 2 | -1 | 1 | 1.0 | 0.2 | 0.0 | 0.2 | 0.0 | 1 | 1 | 1 | | | | 10.0 | | | | | |
| 34 | T | New or expanded P&R | 1 | -2 | 2 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 1 | 1 | 1 | | | | 4.3 | | | | | |
| 35 | T | Improved facilities at Taunton bus station | 2 | -1 | 2 | 1.0 | 0.0 | 0.3 | 0.2 | 0.2 | 1 | 1 | 1 | | | | 13.9 | | | | | |
| 36 | T | Improved interchange facilities and better integration of bus and rail services at Taunton railway station | 2 | -1 | 2 | 1.0 | 0.3 | 0.3 | 0.2 | 0.0 | 1 | 1 | 1 | | | | 14.3 | | | | | |
| 37 | T | RTPI | 2 | -1 | 2 | 1.0 | 0.3 | 0.0 | 0.2 | 0.0 | 1 | 1 | 1 | | | | 13.5 | | | | | |
| 38 | T | Increased parking charges | 3 | 0 | 1 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 1 | | | | 16.0 | | | | | |
| 39 | T | Comprehensive and integrated cycle network | 2 | -1 | 2 | 1.0 | 0.2 | 0.0 | 0.2 | 0.2 | 1 | 1 | 1 | | | | 13.6 | | | | | |
| 40 | T | High quality, secure multi-storey car parks | 2 | -2 | 2 | -1.0 | 0.0 | 0.0 | -0.1 | 0.2 | 1 | 1 | 0 | | | | 2.2 | | | | | |
| 41 | T | Traffic management VMS | 2 | -1 | 2 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 1 | 1 | 1 | | | | 9.5 | | | | | |
| 42 | W | Shared walk/cycle routes in Wellington | 2 | -1 | 2 | 1.0 | 0.0 | 0.0 | 0.1 | 0.2 | 1 | 1 | 1 | | | | 12.9 | | | | | |
| 43 | W | New road between Taunton Road and B3187 to serve new developments at Longforth Farm and Tonedale | 1 | -2 | 2 | -2.0 | 0.2 | 0.0 | -0.4 | 0.0 | 1 | 1 | 1 | | | | -0.1 | | | | | |
| 44 | W | Junction improvements at Chelston Roundabout, A38 Hockholler Junction and the Nynehead/Wellington Junction. | 2 | -1 | 2 | -1.0 | 0.2 | 0.0 | 0.1 | 0.0 | 1 | 1 | 1 | | | | 6.8 | | | | | |
| 45 | W | New park and bus facilities at Chelston roundabout (250 spaces) and at Rockwell Green (25 spaces) | 1 | -2 | 2 | 0.0 | 0.2 | 0.0 | 0.2 | 0.0 | 1 | 1 | 1 | | | | 4.7 | | | | | |
| 46 | W | Possible reopened railway station at Wellington | 0 | -2 | 2 | 1.0 | 0.3 | 0.0 | 0.2 | 0.0 | 1 | 1 | 1 | | | | 3.5 | | | | | |
| 47 | W | Town bus route | 2 | -1 | 1 | 1.0 | 0.2 | 0.3 | 0.3 | 0.0 | 1 | 1 | 1 | | | | 11.1 | | | | | |
| 48 | W | Reduce heavy traffic flows in town; consider pedestrianisation, removal of on-street parking, 20mph limits in zones across all of Rockwell and Wellington, traffic calming and HGV restrictions. | 2 | -1 | 2 | 0.0 | 0.2 | 0.0 | 0.2 | 0.2 | 1 | 1 | 2 | | | | 14.2 | | | | | |

NATIONAL GOALS WORKSHEET

| Option | Description | Reduce Carbon Emissions | Support Economic Growth | | | | | | Promote Equality of Opportunity | | | |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|----------------------------------------------------|------------------------------------------------------------------|-------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------|--------------------------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------|
| | | Change in CO2. | Ensure a competitive transport industry | Reduced journey time or improved reliability and predictability. | Supporting sustainable provision of housing. | Resilience. | Globally competitive levels of international connectivity. | Connectivity and access to key business centres by labour markets. | Reduce the gap in growth rates between different areas. | Accessibility in key areas | Ensuring national networks are accessible and acceptable for disadvantaged people. | Accessibility of international networks to those with reduced mobility. |
| | | | Reduce legislation to improve economic efficiency. | On key commuting, business or freight routes. | Esp.' the target of delivering 240,000 dwellings p/a. | Including economic shocks, adverse weather, accidents, terrorist attacks and global warming. | | | | Increasing access to services, social networks and goods. From remote or disadvantaged areas. | Including, for example, people with impaired mobility. | |
| 1 | Management of traffic to make better use of the road network | -1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Work with schools and businesses to promote walking, cycling and public transport use and provide information to help make informed choices | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | Improve Community Transport | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 4 | Ensure the design of new schemes considers safety for all without compromising ease of use for more vulnerable users. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | Park and bus sites to be accredited to safe parking standard | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | More control over retail parking on edges of town centre | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | Ensure HGV deliveries take place outside main shopping and commuting hours | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | Promotion of electric vehicles | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Air quality monitoring stations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | New shared cycle and pedestrian routes in Bridgwater linking outskirts to town centre | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | Pedestrian and cycle links between the schools and key destinations | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 20 mph zones, traffic calming, pedestrian priority, shared spaces etc in town centre | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | Celebration Mile - Improved pedestrian and cycle links between the College, railway station and town centre | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | Linked cycle network | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | Improved junctions considering needs of non-car users | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | New road between Bristol Road and Taunton Road running adjacent to the M5. Improved links from A39 Quantock Road to Spaxton Road and using Little Sydenham link to relieve Bath Road. | -2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | North Petherton bypass | -2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | New Park and Bus sites to the south and north of Bridgwater, enhanced bus services, new or improved bus priority, improvement of the principal arterials into the town, improvements for pedestrians in the town centre | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | Enhanced bus service linking Wellington, Taunton and Bridgwater along the A38 corridor | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 20 | More public transport on rural routes and more evening and Sunday services. | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 21 | Improvements at Bridgwater railway station to address access issues | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 22 | More integrated transport: better coordination of bus and rail services. | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | Reduce severance caused by roads carrying high volumes of traffic. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24 | Shared walk/cycle routes in Taunton | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 25 | Increase pedestrianisation of Taunton town centre to include increased cycle access | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 26 | 20mph zones, on-street parking permit-controlled, public transport has priority | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 27 | Additional pedestrian crossing facilities around town centre area | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 28 | Improved junctions between Norton Fitzwarren / Monkton Heathfield / M5 and Taunton town centre | -1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 29 | Completion of a bypass for Norton Fitzwarren | -1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30 | New access and link roads to facilitate development | -2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 31 | Henlade by-pass, traffic calming, improved junctions (303/A358 improvement package) | -1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

NATIONAL GOALS WORKSHEET

| Option | Description | Reduce Carbon Emissions | Support Economic Growth | | | | | | Promote Equality of Opportunity | | | |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|----------------------------------------------------|------------------------------------------------------------------|-------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------|--------------------------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------|
| | | Change in CO2. | Ensure a competitive transport industry | Reduced journey time or improved reliability and predictability. | Supporting sustainable provision of housing. | Resilience. | Globally competitive levels of international connectivity. | Connectivity and access to key business centres by labour markets. | Reduce the gap in growth rates between different areas. | Accessibility in key areas | Ensuring national networks are accessible and acceptable for disadvantaged people. | Accessibility of international networks to those with reduced mobility. |
| | | | Reduce legislation to improve economic efficiency. | On key commuting, business or freight routes. | Esp.' the target of delivering 240,000 dwellings p/a. | Including economic shocks, adverse weather, accidents, terrorist attacks and global warming. | | | | Increasing access to services, social networks and goods. From remote or disadvantaged areas. | Including, for example, people with impaired mobility. | |
| 32 | Bus priority routes to town centre | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | Quality Bus Partnerships / enhanced bus services | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 34 | New or expanded P&R | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 35 | Improved facilities at Taunton bus station | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 36 | Improved interchange facilities and better integration of bus and rail services at Taunton railway station | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 37 | RTPI | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 38 | Increased parking charges | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 39 | Comprehensive and integrated cycle network | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40 | High quality, secure multi-storey car parks | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 41 | Traffic management VMS | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 42 | Shared walk/cycle routes in Wellington | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 43 | New road between Taunton Road and B3187 to serve new developments at Longforth Farm and Tonedale | -2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 44 | Junction improvements at Chelston Roundabout, A38 Hockholler Junction and the Nynehead/Wellington Junction. | -1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 45 | New park and bus facilities at Chelston roundabout (250 spaces) and at Rockwell Green (25 spaces) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 46 | Possible reopened railway station at Wellington | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 47 | Town bus route | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 48 | Reduce heavy traffic flows in town; consider pedestrianisation, removal of on-street parking, 20mph limits in zones across all of Rockwell and Wellington, traffic calming and HGV restrictions. | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

NATIONAL GOALS WORKSHEET

| Option | Description | Improve Quality of Life and a Healthy Natural Environment | | | | | | | | | | |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------------------|---------------------------------|---------------------------------------------------------------------------------------|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| | | Sustain and improve access to a range of goods, services, people and places. | By number of people and dwellings exposed to high levels of road and rail noise. | Limit or reduce the number of people significantly affected by aircraft noise. | Minimise impact on landscape . | Impact on Heritage. | Impact on species and habitats. | Impact on land | Impact on water | Journey experience | Journey experience on local routes and interface with wider networks. | Supporting communities. |
| | | This appears to go beyond social inclusion to cover the wider benefits of such access to all persons. | | | | Listed buildings, monuments parks gardens, heritage sites etc. | | Covers water and soils -see pp.23-24 of DfT guidance to regions if any impact likely. | Quality, supply and movement of, flooding, aesthetics and cultural heritage. | Interchanges (number of and wait required) and Vehicle Quality (overcrowding, RTI and pre-trip information). | | Integration into streetscape, connections to other neighbourhoods and the natural environment. |
| 1 | Management of traffic to make better use of the road network | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Work with schools and businesses to promote walking, cycling and public transport use and provide information to help make informed choices | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | Improve Community Transport | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 4 | Ensure the design of new schemes considers safety for all without compromising ease of use for more vulnerable users. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | Park and bus sites to be accredited to safe parking standard | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | More control over retail parking on edges of town centre | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | Ensure HGV deliveries take place outside main shopping and commuting hours | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | Promotion of electric vehicles | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Air quality monitoring stations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | New shared cycle and pedestrian routes in Bridgwater linking outskirts to town centre | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11 | Pedestrian and cycle links between the schools and key destinations | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 20 mph zones, traffic calming, pedestrian priority, shared spaces etc in town centre | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13 | Celebration Mile - Improved pedestrian and cycle links between the College, railway station and town centre | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | Linked cycle network | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15 | Improved junctions considering needs of non-car users | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | New road between Bristol Road and Taunton Road running adjacent to the M5. Improved links from A39 Quantock Road to Spaxton Road and using Little Sydenham link to relieve Bath Road. | 1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | North Petherton bypass | 1 | 1 | 0 | -2 | 0 | -2 | 0 | 0 | 0 | 0 | 0 |
| 18 | New Park and Bus sites to the south and north of Bridgwater, enhanced bus services, new or improved bus priority, improvement of the principal arterials into the town, improvements for pedestrians in the town centre | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19 | Enhanced bus service linking Wellington, Taunton and Bridgwater along the A38 corridor | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 20 | More public transport on rural routes and more evening and Sunday services. | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | Improvements at Bridgwater railway station to address access issues | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | More integrated transport: better coordination of bus and rail services. | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 23 | Reduce severance caused by roads carrying high volumes of traffic. | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 24 | Shared walk/cycle routes in Taunton | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 25 | Increase pedestrianisation of Taunton town centre to include increased cycle access | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 26 | 20mph zones, on-street parking permit-controlled, public transport has priority | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 27 | Additional pedestrian crossing facilities around town centre area | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 28 | Improved junctions between Norton Fitzwarren / Monkton Heathfield / M5 and Taunton town centre | 1 | 0 | 0 | -1 | 0 | -1 | 0 | 0 | 0 | 0 | 0 |
| 29 | Completion of a bypass for Norton Fitzwarren | 1 | 1 | 0 | -1 | 0 | -1 | 0 | 0 | 0 | 0 | 0 |
| 30 | New access and link roads to facilitate development | 1 | 0 | 0 | -2 | 0 | -2 | 0 | 0 | 0 | 0 | 0 |
| 31 | Henlade by-pass, traffic calming, improved junctions (303/A358 improvement package) | 1 | 1 | 0 | -1 | 0 | -1 | 0 | 0 | 0 | 0 | 0 |

NATIONAL GOALS WORKSHEET

| Option | Description | Improve Quality of Life and a Healthy Natural Environment | | | | | | | | | | |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------------------|---------------------------------|---------------------------------------------------------------------------------------|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| | | Sustain and improve access to a range of goods, services, people and places. | By number of people and dwellings exposed to high levels of road and rail noise. | Limit or reduce the number of people significantly affected by aircraft noise. | Minimise impact on landscape . | Impact on Heritage. | Impact on species and habitats. | Impact on land | Impact on water | Journey experience | Journey experience on local routes and interface with wider networks. | Supporting communities. |
| | | This appears to go beyond social inclusion to cover the wider benefits of such access to all persons. | | | | Listed buildings, monuments parks gardens, heritage sites etc. | | Covers water and soils -see pp.23-24 of DfT guidance to regions if any impact likely. | Quality, supply and movement of, flooding, aesthetics and cultural heritage. | Interchanges (number of and wait required) and Vehicle Quality (overcrowding, RTI and pre-trip information). | | Integration into streetscape, connections to other neighbourhoods and the natural environment. |
| 32 | Bus priority routes to town centre | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | Quality Bus Partnerships / enhanced bus services | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 34 | New or expanded P&R | 1 | 0 | 0 | -1 | 0 | -1 | 0 | 0 | 0 | 1 | 0 |
| 35 | Improved facilities at Taunton bus station | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 36 | Improved interchange facilities and better integration of bus and rail services at Taunton railway station | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 37 | RTPI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 38 | Increased parking charges | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 39 | Comprehensive and integrated cycle network | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 40 | High quality, secure multi-storey car parks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 |
| 41 | Traffic management VMS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 42 | Shared walk/cycle routes in Wellington | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 43 | New road between Taunton Road and B3187 to serve new developments at Longforth Farm and Tonedale | 0 | 0 | 0 | -2 | 0 | -2 | 0 | 0 | 0 | 0 | 0 |
| 44 | Junction improvements at Chelston Roundabout, A38 Hockholler Junction and the Nynhead/Wellington Junction. | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 45 | New park and bus facilities at Chelston roundabout (250 spaces) and at Rockwell Green (25 spaces) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 46 | Possible reopened railway station at Wellington | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 47 | Town bus route | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 48 | Reduce heavy traffic flows in town; consider pedestrianisation, removal of on-street parking, 20mph limits in zones across all of Rockwell and Wellington, traffic calming and HGV restrictions. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

NATIONAL GOALS WORKSHEET

| Option | Description | Better Safety, Security and Health | | | | |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-----------------------------|-------------------------------|------------------------------------------|--------------------------------------------------------------|
| | | Change in deaths and injuries | Reduce costs of air quality | Health | Fear of crime and anti-social behaviour. | Vulnerability of international networks to terrorist attack. |
| | | | NO2 and PM10 emissions | Increased walking and cycling | On city and regional networks. | |
| 1 | Management of traffic to make better use of the road network | 0 | 0 | 0 | 0 | 0 |
| 2 | Work with schools and businesses to promote walking, cycling and public transport use and provide information to help make informed choices | 0 | 0 | 1 | 0 | 0 |
| 3 | Improve Community Transport | 0 | 0 | 0 | 0 | 0 |
| 4 | Ensure the design of new schemes considers safety for all without compromising ease of use for more vulnerable users. | 1 | 0 | 0 | 0 | 0 |
| 5 | Park and bus sites to be accredited to safe parking standard | 0 | 0 | 0 | 1 | 0 |
| 6 | More control over retail parking on edges of town centre | 0 | 0 | 0 | 0 | 0 |
| 7 | Ensure HGV deliveries take place outside main shopping and commuting hours | 0 | 0 | 0 | 0 | 0 |
| 8 | Promotion of electric vehicles | 0 | 0 | 0 | 0 | 0 |
| 9 | Air quality monitoring stations | 0 | 1 | 0 | 0 | 0 |
| 10 | New shared cycle and pedestrian routes in Bridgwater linking outskirts to town centre | 0 | 0 | 1 | 0 | 0 |
| 11 | Pedestrian and cycle links between the schools and key destinations | 0 | 0 | 1 | 0 | 0 |
| 12 | 20 mph zones, traffic calming, pedestrian priority, shared spaces etc in town centre | 1 | 0 | 1 | 0 | 0 |
| 13 | Celebration Mile - Improved pedestrian and cycle links between the College, railway station and town centre | 0 | 0 | 1 | 0 | 0 |
| 14 | Linked cycle network | 0 | 0 | 1 | 0 | 0 |
| 15 | Improved junctions considering needs of non-car users | 1 | 0 | 0 | 0 | 0 |
| 16 | New road between Bristol Road and Taunton Road running adjacent to the M5. Improved links from A39 Quantock Road to Spaxton Road and using Little Sydenham link to relieve Bath Road. | 0 | 0 | 0 | 0 | 0 |
| 17 | North Petherton bypass | 0 | 0 | 0 | 0 | 0 |
| 18 | New Park and Bus sites to the south and north of Bridgwater, enhanced bus services, new or improved bus priority, improvement of the principal arterials into the town, improvements for pedestrians in the town centre | 0 | 0 | 1 | 0 | 0 |
| 19 | Enhanced bus service linking Wellington, Taunton and Bridgwater along the A38 corridor | 0 | 0 | 0 | 0 | 0 |
| 20 | More public transport on rural routes and more evening and Sunday services. | 0 | 0 | 0 | 0 | 0 |
| 21 | Improvements at Bridgwater railway station to address access issues | 0 | 0 | 0 | 0 | 0 |
| 22 | More integrated transport: better coordination of bus and rail services. | 0 | 0 | 0 | 0 | 0 |
| 23 | Reduce severance caused by roads carrying high volumes of traffic. | 0 | 0 | 0 | 0 | 0 |
| 24 | Shared walk/cycle routes in Taunton | 0 | 0 | 1 | 0 | 0 |
| 25 | Increase pedestrianisation of Taunton town centre to include increased cycle access | 1 | 0 | 1 | 0 | 0 |
| 26 | 20mph zones, on-street parking permit-controlled, public transport has priority | 1 | 0 | 0 | 0 | 0 |
| 27 | Additional pedestrian crossing facilities around town centre area | 1 | 0 | 1 | 0 | 0 |
| 28 | Improved junctions between Norton Fitzwarren / Monkton Heathfield / M5 and Taunton town centre | 0 | 0 | 0 | 0 | 0 |
| 29 | Completion of a bypass for Norton Fitzwarren | 0 | 0 | 0 | 0 | 0 |
| 30 | New access and link roads to facilitate development | 0 | 0 | 0 | 0 | 0 |
| 31 | Henlade by-pass, traffic calming, improved junctions (303/A358 improvement package) | 0 | 0 | 0 | 0 | 0 |

NATIONAL GOALS WORKSHEET

| Option | Description | Better Safety, Security and Health | | | | |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-----------------------------|-------------------------------|------------------------------------------|--------------------------------------------------------------|
| | | Change in deaths and injuries | Reduce costs of air quality | Health | Fear of crime and anti-social behaviour. | Vulnerability of international networks to terrorist attack. |
| | | | NO2 and PM10 emissions | Increased walking and cycling | On city and regional networks. | |
| 32 | Bus priority routes to town centre | 0 | 0 | 0 | 0 | 0 |
| 33 | Quality Bus Partnerships / enhanced bus services | 0 | 0 | 0 | 0 | 0 |
| 34 | New or expanded P&R | 0 | 0 | 0 | 0 | 0 |
| 35 | Improved facilities at Taunton bus station | 0 | 0 | 0 | 1 | 0 |
| 36 | Improved interchange facilities and better integration of bus and rail services at Taunton railway station | 0 | 0 | 0 | 0 | 0 |
| 37 | RTPI | 0 | 0 | 0 | 0 | 0 |
| 38 | Increased parking charges | 0 | 0 | 0 | 0 | 0 |
| 39 | Comprehensive and integrated cycle network | 0 | 0 | 1 | 0 | 0 |
| 40 | High quality, secure multi-storey car parks | 0 | 0 | 0 | 1 | 0 |
| 41 | Traffic management VMS | 0 | 0 | 0 | 0 | 0 |
| 42 | Shared walk/cycle routes in Wellington | 0 | 0 | 1 | 0 | 0 |
| 43 | New road between Taunton Road and B3187 to serve new developments at Longforth Farm and Tonedale | 0 | 0 | 0 | 0 | 0 |
| 44 | Junction improvements at Chelston Roundabout, A38 Hockholler Junction and the Nynhead/Wellington Junction. | 0 | 0 | 0 | 0 | 0 |
| 45 | New park and bus facilities at Chelston roundabout (250 spaces) and at Rockwell Green (25 spaces) | 0 | 0 | 0 | 0 | 0 |
| 46 | Possible reopened railway station at Wellington | 0 | 0 | 0 | 0 | 0 |
| 47 | Town bus route | 0 | 0 | 0 | 0 | 0 |
| 48 | Reduce heavy traffic flows in town; consider pedestrianisation, removal of on-street parking, 20mph limits in zones across all of Rockwell and Wellington, traffic calming and HGV restrictions. | 1 | 0 | 0 | 0 | 0 |

Bridgwater, Taunton and Wellington Future Transport Strategy 2011- 2026



This document is also available in Braille, large print, on tape and on disc and we can translate it into different languages.
We can provide a member of staff to discuss the details.

