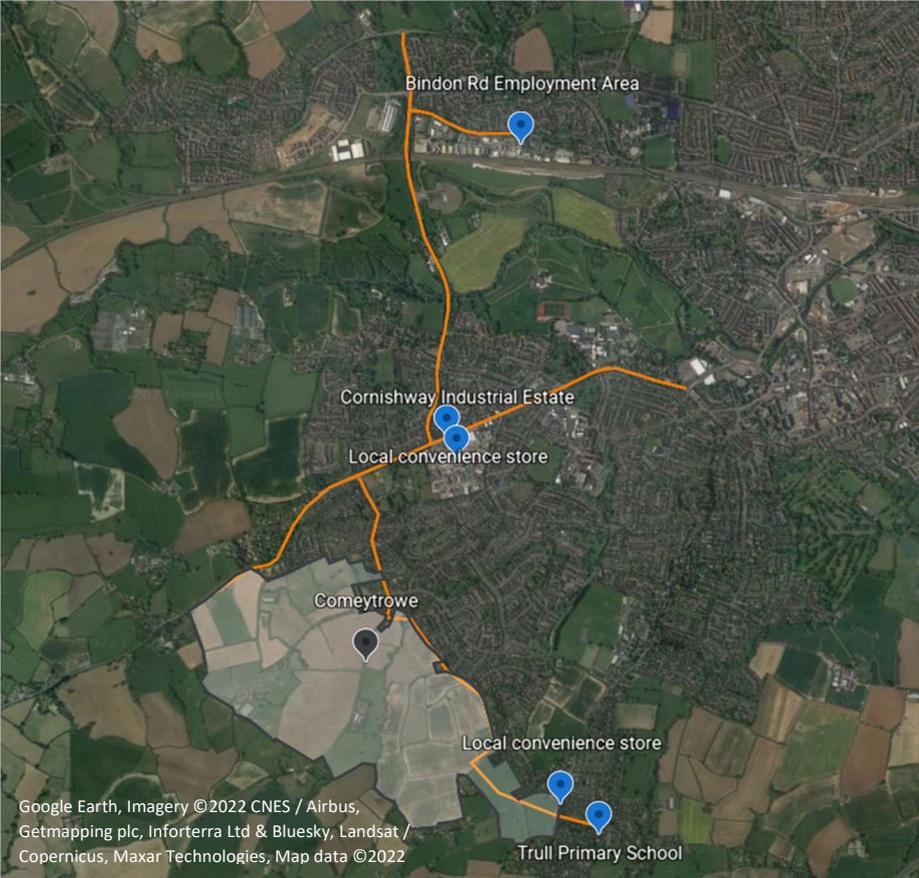
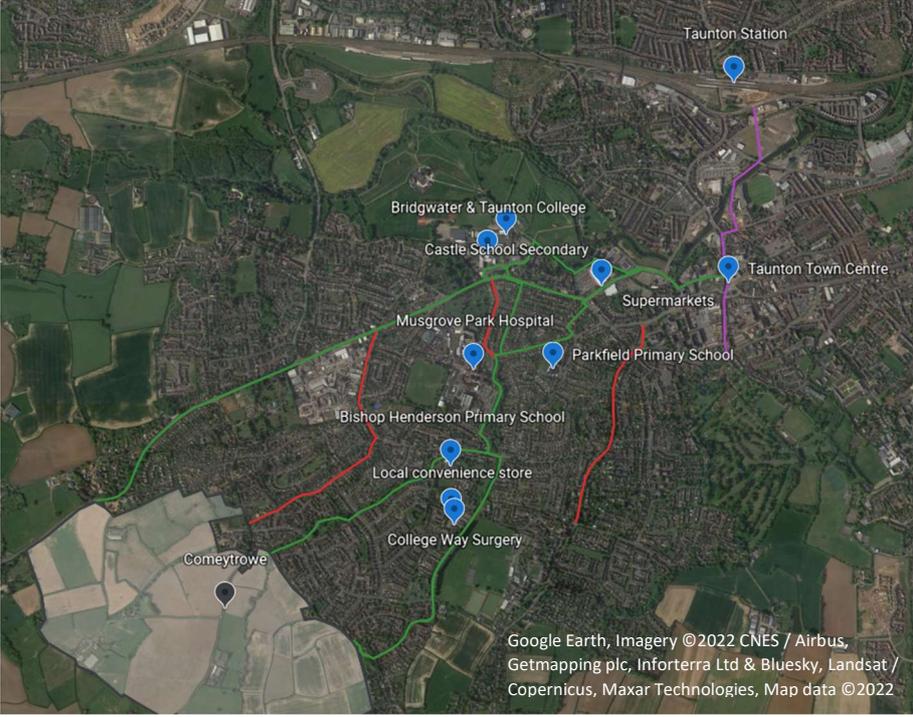


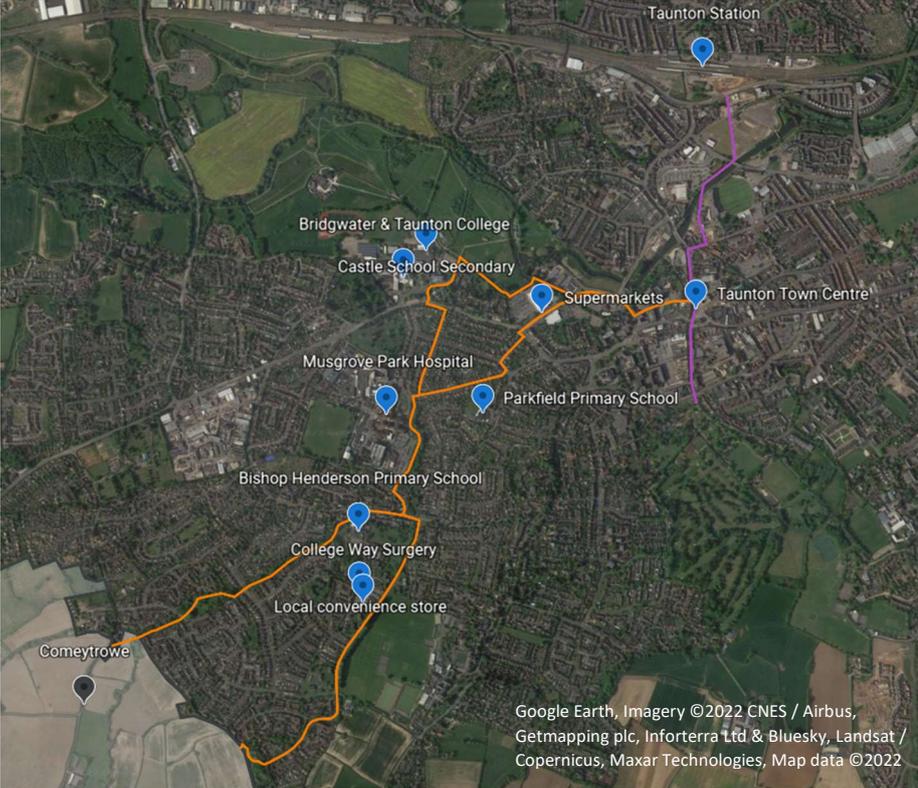
Appendix A – Route Auditing

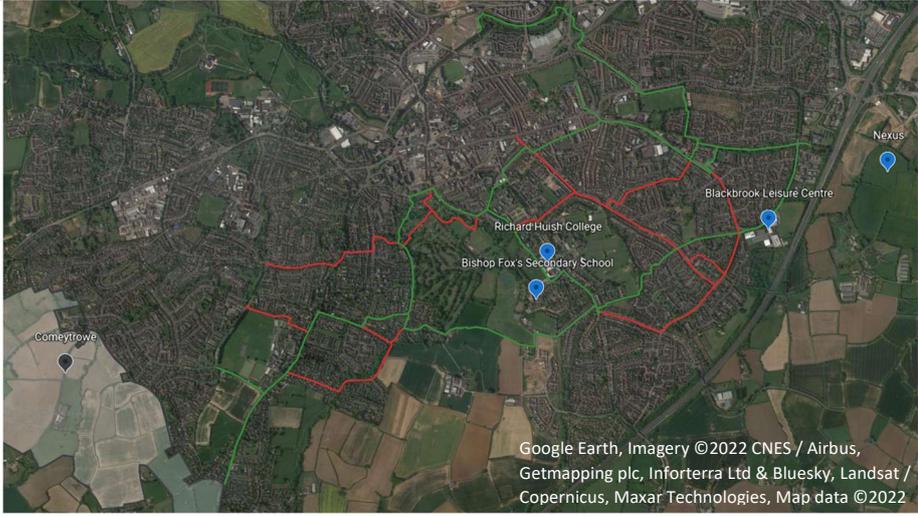
Comeytrove/ Trull

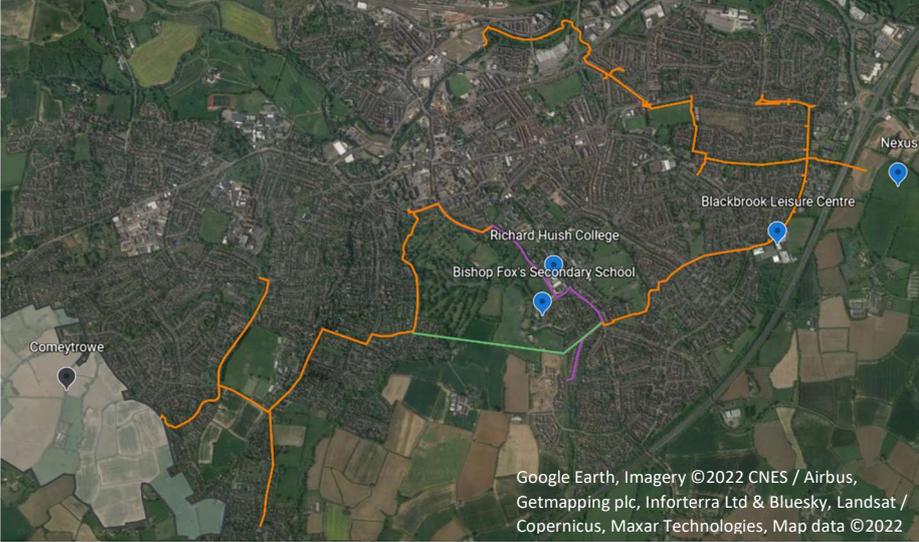
Comeytrove/ Trull: North and South-east Connections	
Services to connect	Cornishway Industrial Estate, local convenience store and Bindon Road Employment Area, Trull Primary School and convenience store.
Options initially considered and audited <i>Green = audited routes</i> <i>Red = discounted before auditing</i>	<p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
Services routes intercept	Cornishway Industrial Estate and local convenience store. Bindon Road Employment Area, Trull Primary School and Trull local convenience store have not been connected.
Other routes considered	<p><u>Green Routes</u></p> <p>Comeytrove Rd/ Ln = the audit found potential for intervention along northern sections, however there is little scope for intervention along the southern section of Comeytrove Road and Dipford Lane due to a narrow carriageway width and existing settlements. Therefore, the emerging route aimed to divert the southern section onto Comeytrove Spine Road, which also improves connections to/from Trull.</p> <p>Wellington Road inc. Stonegallows = access immediately north of the new roundabout for Comeytrove Spine Road has limited width, is fast and dangerous. Initially a crossing was considered into Stonegallows, but it was decided it didn't add much advantage and formalising a crossing of the A38 here would not be possible. The route also offers an additional connection to Bridgwater & Taunton College.</p>

	<p>Top of Silk Mills and Bindon Road (west) = after the March engagement, Bindon Road Employment Area was identified as a key destination. The audit identified potential for interventions in these locations, and it was decided to carry this route forward.</p>
	<p><u>Red routes</u></p> <p>Silk Mills Road = in relation to Bindon Rd Employment Area, which was initially not considered key, Silk Mills was discounted. However, after the public engagement the route was carried forward with potential to extend the existing provision in the southern section. Also connects Staplegrove and Ford Farm to facilities in SW Taunton.</p>
<p>Emerging routes</p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Infoterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none"> • Two-way cycle lane and additional crossings along western section of Bindon Road connecting to eastern section. • Filtered permeability to be implemented at a suitable point along Comeytrove Road to stop through-vehicular traffic, allowing only active travel through and facilitate safe crossing to/from the Comeytrove site as part of route 8. • Wellington Road interventions to be confirmed with bus priority measures, however, potential for two-way cycle lane. • Current Silk Mills provision is basic segregation and in places shared use. Southern end has none at all. Interventions would include extending the existing off road provision to Wellington Rd utilising verges, likely to a reduced standard. • Segregated cycleway along Heron Rd where possible.

<p>Comeytrove/ Trull: North-east Connections</p>	
<p>Services to connect</p>	<p>College Way Surgery and convenience store, Bishop Henderson Primary School, Musgrove Park Hospital, Parkfield Primary School. Castle Secondary School, Bridgwater & Taunton College, Tangier supermarkets, Taunton Town Centre and Taunton Station.</p>
<p>Options initially considered and audited</p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Services routes intercept</p>	<p>All destinations have been connected – Taunton Station has been linked up by a separate project ‘FHSF Station to Vivary’ link.</p>
<p>Other routes considered</p>	<p><u>Green Routes</u></p> <p>Galmington Stream = capacity for walking and cycling interventions by upgrading the existing path to LTN1/20 standards with some exceptions and links up with and extends the LCWIP “red route”, therefore the route was carried forward.</p> <p>College Way = capacity to extend the existing cycle path south to Comeytrove Park and implement cycle infrastructure through the park following the existing path.</p> <p>Marshalsea Walk = already an issue at peak times so there is an opportunity to resolve existing issues.</p> <p>Eastern section of Wellington Road = opportunity to extend route to Tangier by upgrading the existing footway and cycleway.</p> <p><u>Red Routes</u></p> <p>Comeytrove Ln/Cornish Way/Wellington Rd = much of route runs parallel to and duplicates existing Galmington Stream route. Northern section of Galmington Rd is narrow. Doesn't present major advantage over LCWIP Wellington Rd route.</p>

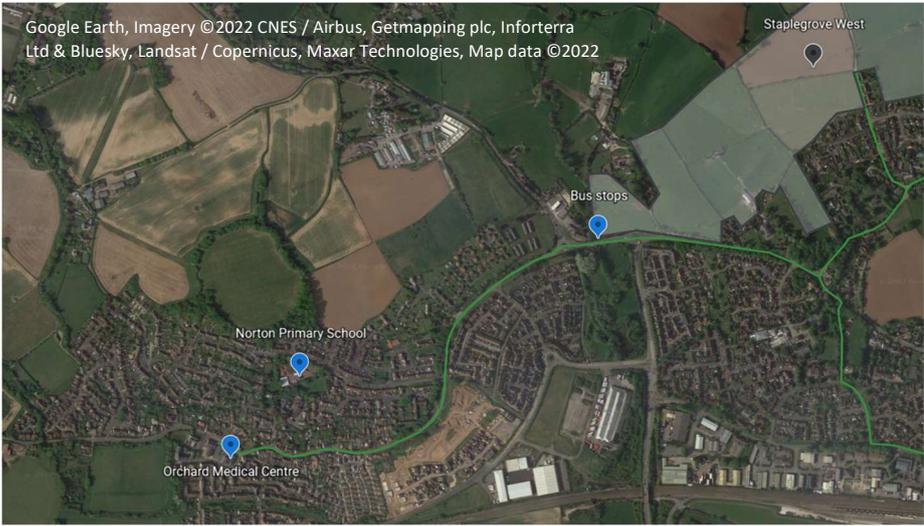
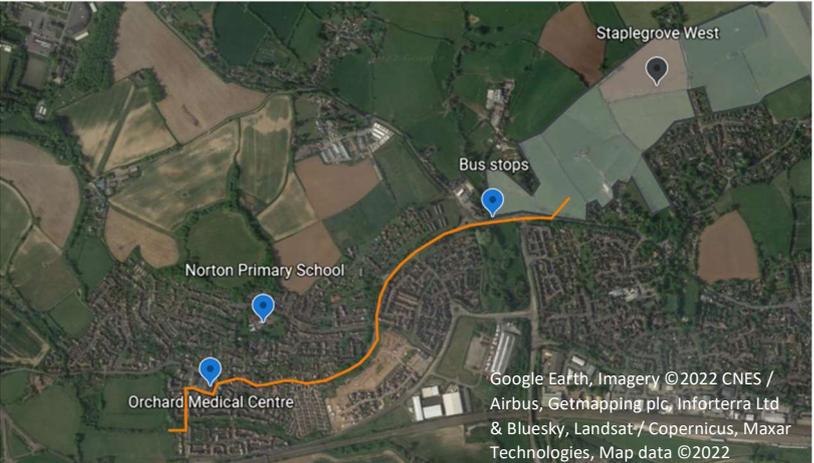
	<p>Ashley Road = Relies on third party (MPH) land, otherwise not that different to Henley Rd option.</p> <p>Trull Rd/Park Street = Trull Road likely too narrow and too steep a gradient for most. Compass Hill a major hotspot in need of significant walking and cycling improvements, but not directly related to Comeytrove development.</p>
<p>Routes carried forward</p> <p><i>Wellington Road also carried forward as shown previously.</i></p>	
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none"> • Two-way cycle lane for majority of Galmington Stream route and with exceptions along Parkfield Drive, with advisory lanes and Manor Rd/ Henley Rd with quiet street treatment. • Careful treatment of route through Comeytrove Park to minimise loss of trees, avoid conflict with play area users and connect into Comeytrove site at the most appropriate place. • Raised table priority crossings over Queensway and Claremont Drive. • Widening and resurfacing of Galmington Stream path where possible noting tree constraints. • Plugging in Galmington Stream route to the Comeytrove site and introducing traffic calming/ filtered permeability on Comeytrove Road to achieve a safe crossing. • Widening and resurfacing of route through Longrun Meadow with potential for a new provision bypassing Marshalsea Walk to be explored. However, this would involve construction of a new bridge, increasing costs and potentially relying on third party land for a small section. • Two-way cycleway and priority crossings on Castle Street. • Extension of shared space surfacing along Tower Street.

Comeytrove/ Trull: East Connections	
Services to connect	Bishop Fox's Secondary School, Richard Huish College, Blackbrook Leisure Centre and Nexus 25.
Options initially considered and audited <i>Green = audited routes</i> <i>Red = routes discounted before auditing</i>	
Services routes intercept	From College Way, all destinations have been connected.
Other routes considered	<p><u>Green Routes</u></p> <p>Honiton Road = constrained width with little opportunity for walking and cycling interventions. Wild Oak Lane offers greater opportunity and also provides a connection from southern part of Comeytrove and Trull to Nexus/ Town Centre.</p> <p>Claremont Lane/ Trull Road/ Vivary Park/ Upper High Street/ Stockwell Stream/ Holway/ Blackbrook Way = potential for walking and cycling interventions for the most part and most direct route outside of green wedge. Also aligns with SCC Killams Link and connects to Richard Huish College and Bishop Fox's Secondary, which will not need to be taken forward in this project.</p> <p>Alma Street/ Queen Street = Queen Street route is less direct than Blackbrook Route and doesn't intercept Richard Huish College or Bishop Fox's. Little capacity for intervention also likely.</p> <p>Lisieux Way (with two options for Blackbrook connection) = connects to Queen Street route, not taken forward, and while it offers potential for improvement, in relation to Comeytrove it is less significant.</p> <p>Blackbrook/ Firepool = significant in terms of the connection underneath the M5 to Nexus.</p>

	<p><u>Red Routes</u></p> <p>College Way to Trull Road via Hoveland Drive = route requires third party land and misses opportunity to improve connectivity to Trull.</p> <p>Queens Drive to Sherford Road path = more direct than Trull Rd - Sherford Rd option and well used by walkers, but too narrow and reliant upon third party land for expanding streamside footpath.</p> <p>Sherford Road (east) = more direct than Churchill Way option, but very narrow with no real opportunity to improve.</p> <p>Galmington Road to Wilton = Links in with Galmington Stream and College Way route and possibly more direct than some options, but very steep gradient and Trull Road particularly narrow at this point.</p> <p>Links through Vivary Park = both are existing routes which will continue to be used, but which are locked after dusk.</p> <p>Stockwell Stream to Lisieux Way = reasonably direct route compared to Queen Street route but hillier and less obvious, also does not align with the GI opportunity across the Vivary green wedge.</p> <p>Chestnut Drive = probably space to run infrastructure through verges along most of length, but less direct adding extra 150m to journey. Slightly less elevation gain, but over a longer distance.</p>
<p>Routes carried forward</p> <p><i>Routes also provide an alternative connection to the town centre linking onto FHSF Station to Vivary route</i></p>	
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none"> • Resurfacing, lighting and widening of path along Claremont Lane depending on land ownership. • Quiet road treatment and reduction of speed limits on Wild Oak Lane with traffic calming scheme to be considered. • Potential to change environment outside schools on Trull Rd to highlight presence of cyclists and pedestrians. • Potential for cycle paths on Churchill Rd and parking management on Sherford Rd to free up space. • Shared path on Upper High Street connecting Killams Link. • Direct/ surfaced walking and cycle path through green wedge.

	<ul style="list-style-type: none">• Additional signage and management of vegetation between South Road and Hillyfields.• Management of parking on Haywood Road to free up space.• Extension of cycle path along Blackbrook Way and reduction of junction width at Blackbrook Leisure Centre.
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Staplegrove West

Staplegrove West: South-west Connections	
Services to connect	Orchard Medical Centre, Norton Fitzwarren Primary School and bus stops around Cross Keys
Options initially considered and audited	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
Services routes intercept	All destinations connected – Norton Primary School via quiet roads.
Other routes considered	<p>Staplegrove Road/ B3227 = little ability for LTN1/20 compliant or segregated intervention along here with high speeds and no overlooking. Better to focus on access from Staplegrove Spine Road. Also presents the opportunity to downgrade the existing B3227 through Norton Fitzwarren village centre with the bypass of Great Western Way, which is part of a wider placemaking scheme.</p> <p>Manor Road = very narrow road with no ability for LTN1/20 compliant or segregated intervention justifying focus on Spine Road.</p>
Routes carried forward	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
Initial recommendations for interventions	<ul style="list-style-type: none"> • Two-way segregated cycleway from Cross Keys Roundabout to Norton Fitzwarren village centre, stopping just west the new development along the south of the B3227. • Greater cycle and walking priority on Cross Keys and Silk Mills roundabouts including a connection between the two, to be developed through the schemes coming forward.

	<ul style="list-style-type: none"> Reduction of speed limits through Norton village centre, potential for on-road advisory lanes or placemaking scheme.
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Staplegrove West: South/ South-east 1 Connections	
Services to connect	Staplegrove convenience store, Staplegrove Primary School, Bindon Road Employment Area, Bridgwater & Taunton College, Castle Secondary School and Musgrove Park Hospital, French Weir Health Centre, Taunton Station/pool/town centre and Richard Huish College
Options initially considered and audited	 <p>Google Earth, Imagery © 2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data © 2022</p>
Services routes intercept	All destinations connected. Use FHSF Station to Vivary Link for Taunton Town Centre and Trenchard Way for Taunton Station.

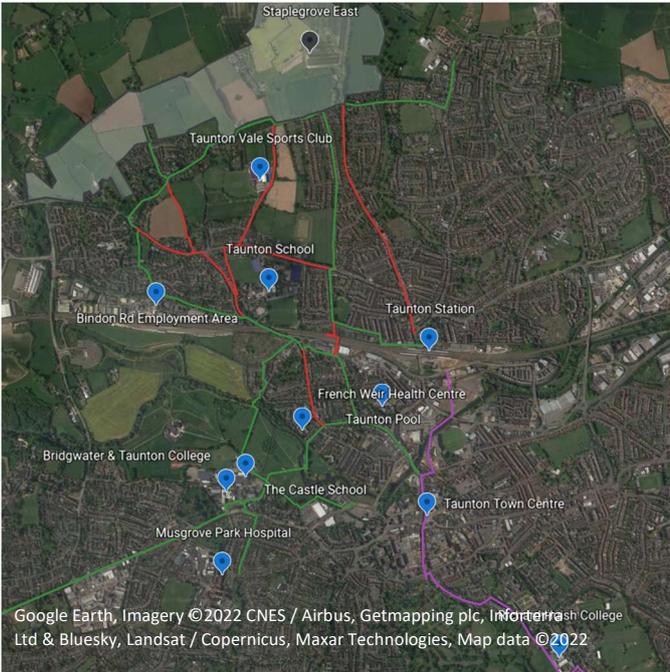
<p>Other routes considered</p>	<p><u>Green Routes</u></p> <p>Manor Rd to Bridge Street = two-way cycleway can be delivered along majority of route, however, not up to LTN1/20 standards and in some areas shared paths will need required. Width constrained along Manor Rd with church walls so route could be adjusted to plug into Staplegrove via a proposed southern path with an additional cycle link and then also connects to the West Deane Way.</p> <p>Silk Mills and Bindon Rd (west) = route provides alternative link from Staplegrove Spine Road and links from Form Farm with capacity for two-way segregated provision. Also crucial for links to SW Taunton. Staplegrove Rd/ French Weir Ave = provides access to Bridgwater & Taunton College and the Health Centre with potential for intervention.</p> <p>Longrun Meadow = route provides little benefit as it doesn't connect to French Weir Health Centre and offers poor natural surveillance.</p> <hr/> <p><u>Red Routes</u></p> <p>Manor Road through green space to Taunton School = runs through third party land, isn't well-overlooked, interventions unlikely along Staplegrove Road due to limited carriageway width. Doesn't connect Bindon Road Employment Area, Staplegrove Primary School and convenience store and West Deane Way.</p> <p>Northern section of Staplegrove Road from Manor Rd to Staplegrove Village Hall = limited carriageway width for meaningful provision of walking and cycling infrastructure. Does not connect to Staplegrove Primary School and Bindon Road Employment Area.</p> <p>Staplegrove Rd to French Weir Ave = limited carriageway width for walking and cycling infrastructure, alternative route provides opportunity for interventions on Chip Lane and connections onto pedestrianised section of Chip Lane and onto Trenchard Way.</p> <p>Longrun = route provides poor overlooking, which is of particular concern for likely younger users. Does not connect to French Weir Health Centre. Is likely to be brought forward through other projects.</p> <p>Silk Mills/ Heron Rd = initially didn't seem necessary due to existing provision on Silk Mills Rd and with the green route along Bindon Road. However, the March engagement identified that the access from Staplegrove West could be improved by being made more direct such as using Silk Mills Rd/Ln. Also crucial for links to SW Taunton.</p>
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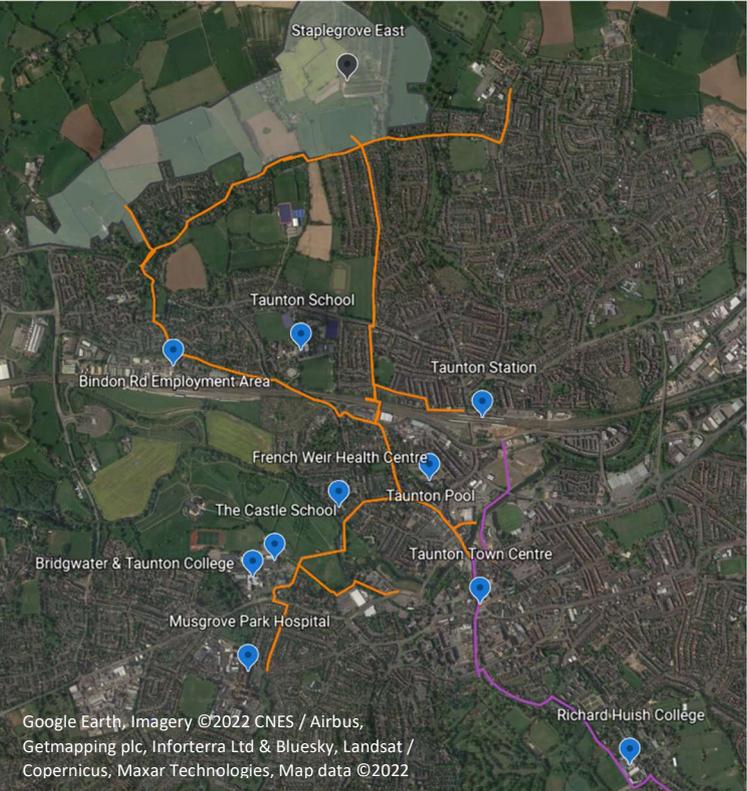
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none"> • Segregated two-way cycle path as far as possible, with reduced standard in locations where carriageway is restricted including Manor Rd and sections of Staplegrove Rd and Bindon Rd. Segregated cycle lane through French Weir Park. • On carriageway advisory cycle lanes along Bridge Street. • Improved crossing facilities to North Town Primary School. • Lighting and specified cycle path through Hudson Park. • Quiet road treatment along The Avenue and Heron Road. • Connection from Bridge Street to Morrisons Bridge ideally included, but reliant on third party land. • Extension of cycle path along southern section of Silk Mills Rd, which may consist of a shared walking and cycle path.
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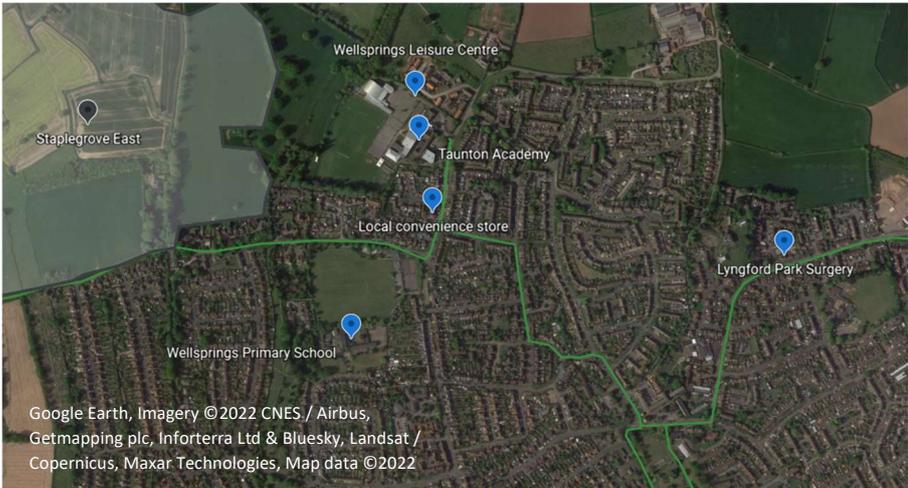
<p>Staplegrove West: East/ South-east 2 Connections</p>	
<p>Services to connect</p>	<p>Taunton Vale Sports Club, Taunton Academy and Wellsprings Leisure Centre</p>
<p>Options initially considered and audited</p>	
<p>Services routes intercept</p>	<p>Taunton Academy and Wellsprings Leisure Centre – Taunton Vale Sports Club accessed via secured Gipsy Lane path.</p>
<p>Other routes considered</p>	<p><u>Green Route</u></p> <p>Manor Rd/ Corkscrew Ln/ Hope Corner Ln/ Cheddon Rd = potential for intervention along Corkscrew Ln, Hope Corner Ln and Cheddon Rd although not LTN1/20 compliant. Constraints along Corkscrew Ln north of allotments and Whitmore Rd with shared provision required. Role of Manor Road still undetermined so access to destinations will be preferred via the Spine Road.</p> <p><u>Red Route</u></p> <p>Gipsy Lane = Taunton Vale Sports Club will be connected by Staplegrove Spine Road and via Gipsy Lane improvements already secured via S106, which is part of a separate project.</p>

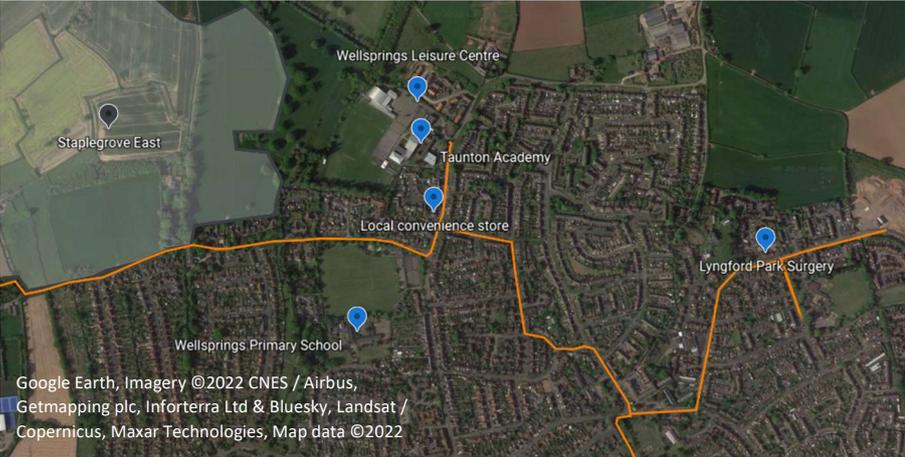
<p>Emerging routes</p>	 <p>Staplegrove West</p> <p>Taunton Vale Sports Club</p> <p>Wellsprings Leisure Centre</p> <p>Taunton Academy</p> <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none"> • Crossing from Whitmore Lane junction and existing provision to Gypsy Lane and existing shared space path along south side of Corkscrew Lane. • Shared space path along Corkscrew Lane with filtered permeability to free up space. • Two-way cycle lane east of Clifford Ave to Kingston Road with improved greater-priority crossing. • Shared space provision to Beech Cl and two-way cycle path to Cheddon Rd with crossing and up to Taunton Academy.

Staplegrove East

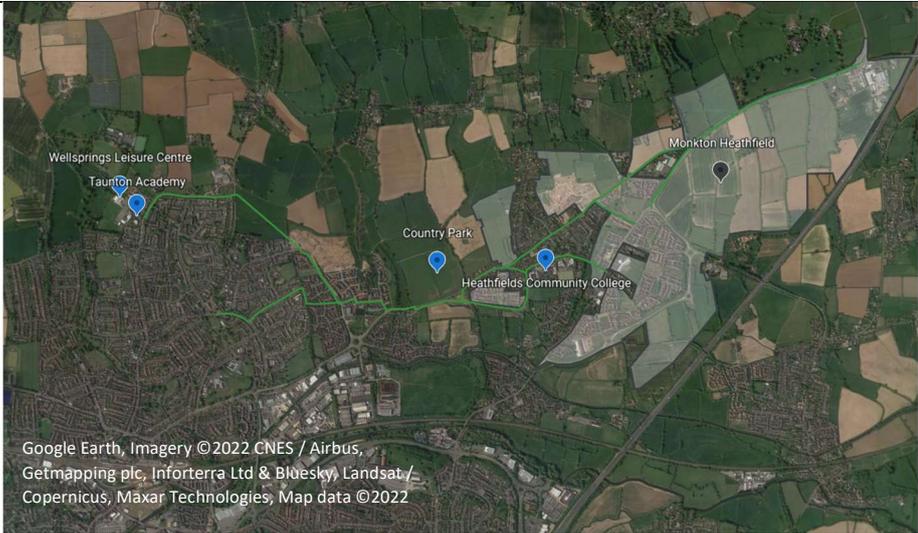
Staplegrove East: South/ South-west Connections	
Services to connect	Taunton Vale Sports Club, Taunton School, Bindon Road Employment Area, French Weir Health Centre, Bridgwater & Taunton College, Castle School, Musgrove Park Hospital, Taunton Pool, Town Centre and Richard Huish College
Options initially considered and audited	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Informatica Inc. & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
Services routes intercept	All destinations can be accessed via audited routes – would be beneficial to include Rowbarton Bridge as a route carried forward.
Other routes considered	<p>Green Routes</p> <p>Manor Road = spine road delivery provides opportunity for downgrading Manor Road/Corkscrew Lane, with walking and cycling improvements as part of a wider placemaking scheme.</p> <p>Clifford Ave = potential for intervention, well-used desire line at present and also identified in LCWIP as a “purple route”. Constrained around south-eastern leg, however offers more-direct link to station.</p> <p>Red Routes</p> <p>Gipsy Lane from Corkscrew Lane to Greenway Road = Gipsy Lane improvements already secured via S106 and key for access to recreational facilities including Taunton Vale Sports Club. Greenway Rd dog-leg not as direct as Clifford Avenue option. Clifford Avenue has already been identified as a key route through the LCWIP work.</p> <p>Greenway Road and turning south along an existing PROW west of Taunton School = Existing PROW, but narrow, with no scope for widening and still have to tackle narrowest part of Staplegrove Rd.</p> <p>Kingston Road = more direct for Staplegrove East, but likely too narrow in places and significant complexities around the Greenway Rd junction / Rowbarton Gyratory.</p>
<i>Includes those that have not been previously discussed.</i>	

	<p>Rowbarton Bridge = key part of the existing network, important part in linking future routes but is incapable of improvements.</p>
<p>Emerging routes</p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none"> • Quiet street treatment and speed reductions on Clifford Ave. • Vegetation management along playing fields path and potential to obtain land from Taunton School to widen path. • Opportunity for pedestrian/ cycle access only on Railway St. • Traffic calming measures and potential filtered permeability along Manor Road as part of placemaking scheme.

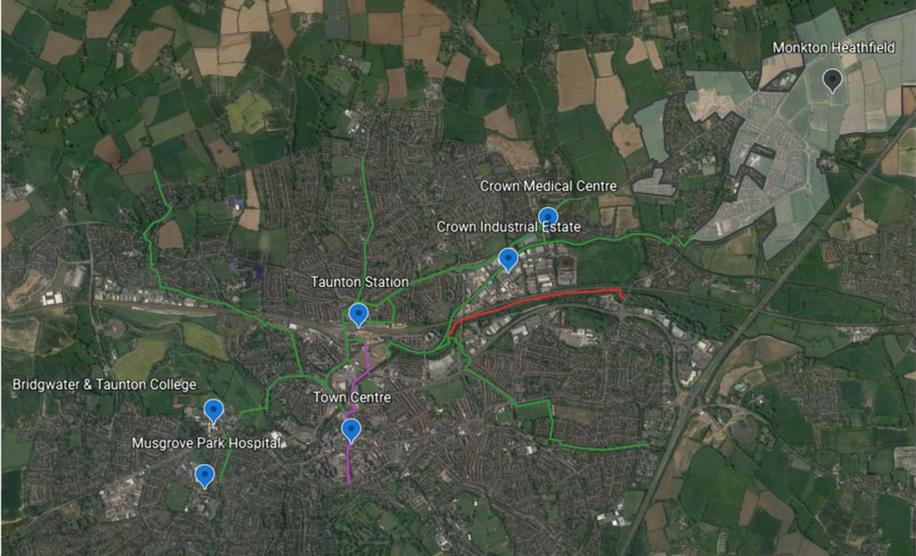
<p>Staplegrove East: South-east/ East Connections</p>	
<p>Services to connect</p>	<p>Wellsprings Primary School, Taunton Academy, Wellsprings Leisure Centre, Cheddon Road convenience store, Lyngford Park Surgery.</p>
<p>Options initially considered and audited</p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>

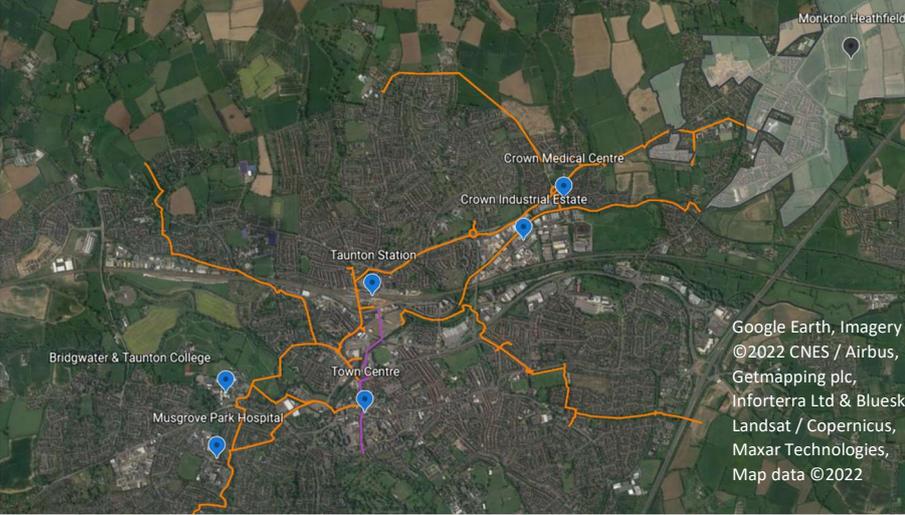
<p>Services routes intercept</p>	<p>All destinations connected by audited routes.</p>
<p>Other routes considered</p> <p><i>Includes those that have not been previously discussed.</i></p>	<p><u>Green Routes</u></p> <p>St Albans Place to Eastwick Road via St Patricks Rd = intervention likely to include quiet road treatment with additional signage, reduction of speed limits and traffic calming measures.</p> <p>Selworthy Road = potential for two-way cycle path and reduction of speed limits. Extend route south along Bircham Rd for a connection to Lyngford Park Primary School.</p>
<p>Emerging routes</p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none"> • See Staplegrove West: East/ South-east 2 connections for Hope Corner Lane/ Cheddon Road interventions. • Quiet road treatment along St Albans and St Patricks Rd. • Extension of two-way segregated cycle lane on Eastwick Rd along Dorchester/ Bodmin Rd connecting St Michaels Cres. • Two-way segregated cycle lane along Selworthy Road. • Quiet route treatment and surface changes on Bircham Rd.

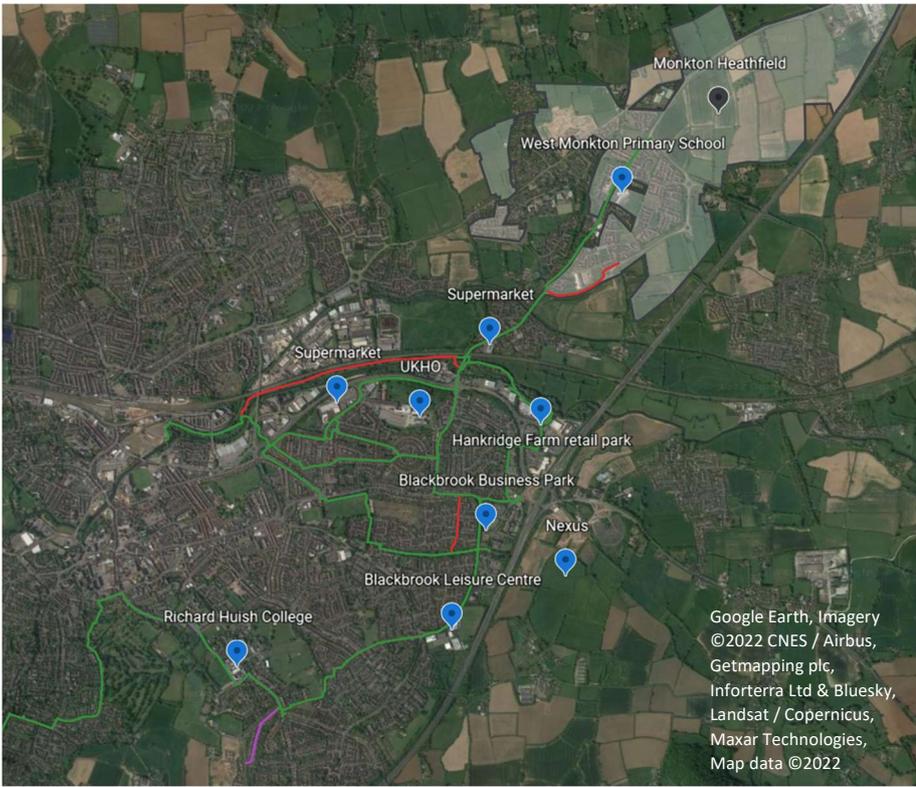
Monkton Heathfield

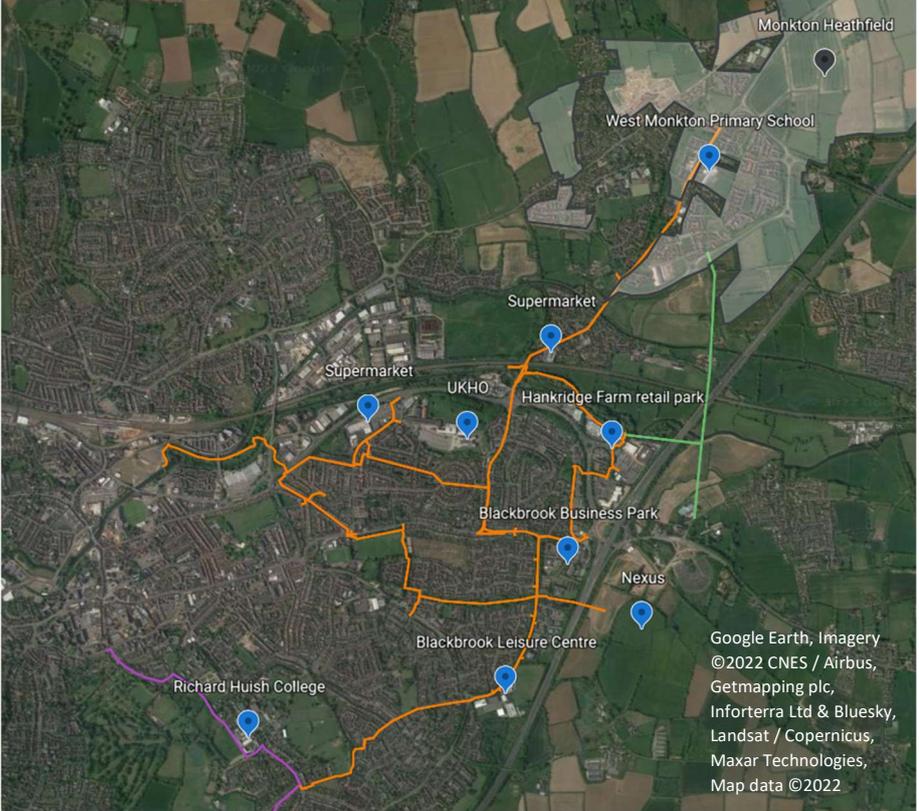
Monkton Heathfield: West Connections	
Services to connect	Maidenbrook Country Park, Wellsprings Leisure Centre and Taunton Academy
Options initially considered and audited	 <p>Google Earth, Imagery © 2022 CNES / Airbus, Getmapping plc, Infoterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data © 2022</p>
Services routes intercept	All destinations connected with the addition of Heathfields Community College and Nerrols local centre.
Other options considered	<p><u>Green Routes</u></p> <p>Monkton Heathfield Road inc. Bawler Rd = width of cycle route constrained through built up area, likely to be on-road provision. However, likely Bridgwater Rd will play a more important role for vehicles in the future and therefore offers opportunity for active travel.</p> <p>A38 (north) = currently no walking and cycling provision, however, walking and cycling is likely to be directed through Monkton Heathfield 2 site from the proposed P&R.</p> <p>Bridgwater Rd to Heathfields Community College/ Yallands Hill/ Nerrols/ Summerleaze Crescent/ Buckland Rd = potential for improving existing walking and cycling infrastructure along most part of route. Section from Nerrols Rd may be better directed through Nerrols to connect the local centre and up to Taunton Academy.</p> <p>Western Relief Road = likely to have missed the boat for the walking and cycling infrastructure delivered along here.</p>

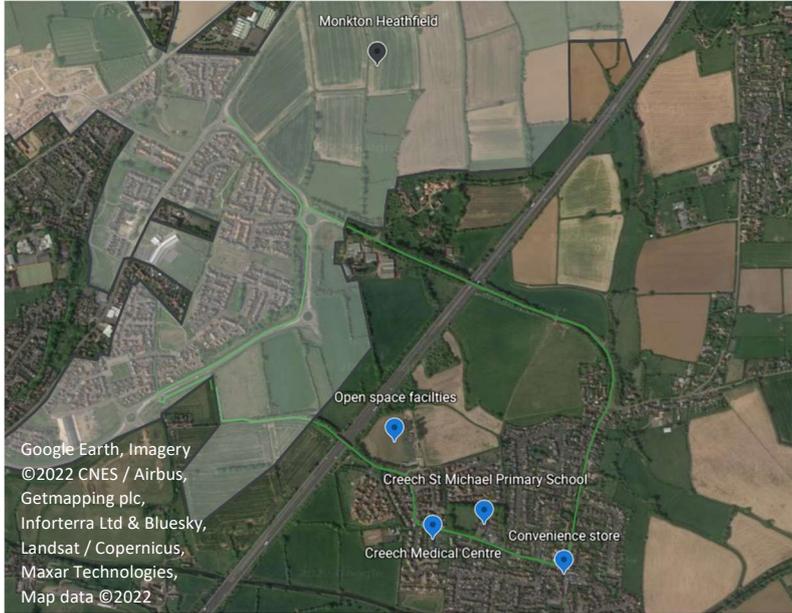
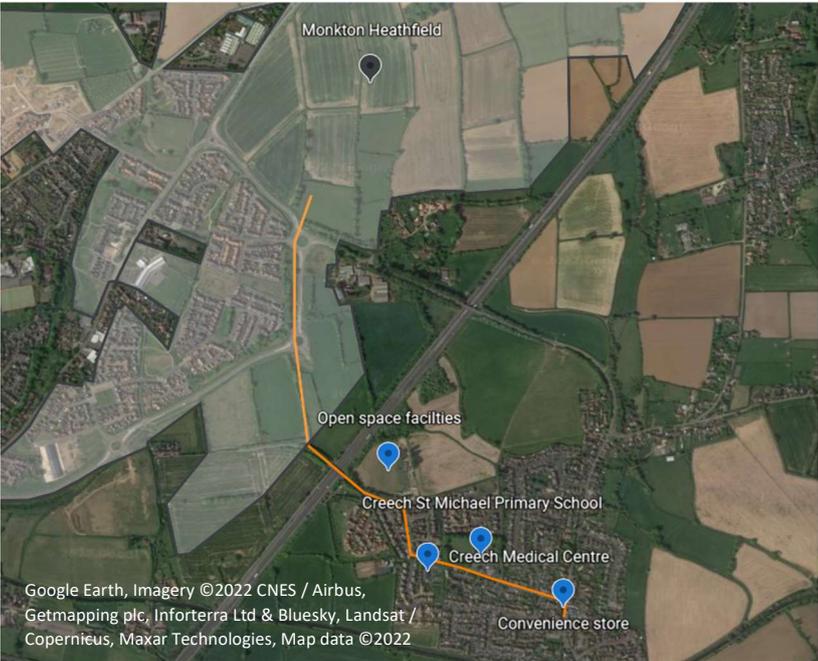
<p>Emerging routes</p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none"> • On road cycle provision with lining, signage and speed restrictions at 20mph on Monkton Heathfield Road. • Existing one-way on Milton Hill except for residential access could be made one-way to allow space for cycle provision. • Reduction of speed limit around Heathfield School with changes to surfacing and raised table junctions. • Widen cycle provision along Nerrols Drive and provide priority crossings over junctions. • Install two-way segregated cycleway on Cheddon Rd (north).

<p>Monkton Heathfield: South-west Connections</p>	
<p>Services to connect</p>	<p>Crown Medical Centre, Crown Industrial Estate, Taunton Station, Taunton town centre, Bridgwater & Taunton College and Musgrove Park Hospital</p>
<p>Options initially considered and audited</p>	
<p>Services routes intercept</p>	<p>Using additional routes, destinations connected include Crown Medical Centre, Crown Industrial Estate, Taunton Station, the town centre, Bridgwater & Taunton College and Musgrove Park Hospital.</p>
<p>Other options considered</p>	<p><u>Green Routes</u></p>

<p><i>Includes those that have not been previously discussed.</i></p>	<p>Priorswood Road = potential for LTN1/20 compliant infrastructure or at minimum a two-way segregated cycle path and traffic calming and speed reduction measures while addressing LCWIP “missing links”.</p> <p>Canal path = some opportunity for widening where impact to mature trees and vegetation permits. Potential for shared space path from canal to Priorswood Road roundabout and speed reductions. Path is a major desire line and will see increased use from users in MH.</p> <p>Heavitree Road = narrow with little opportunity for widening and lack of overlooking. Provides little benefit to Priorswood Road alternative.</p> <p>Station Road = potential for segregated cycleway along street and acts as a key “transformational” link for majority of garden communities. Also, opportunity for placemaking and traffic calming.</p> <p><u>Red Routes</u></p> <p>River Tone corridor = important GI link in need of improvement, but duplicates canal route without servicing industrial areas. More space to implement LTN1/20 compliant infrastructure and soft dig, but more isolated with difficulties likely on acceptability of lighting.</p>
<p>Emerging routes</p>	
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none"> • Widening and resurfacing of canal path where space permits. • Cycle and walking priority measures on Nerrols Drive/ Priorswood Road roundabout and A358/ A3259 roundabout potential for “go-Dutch” designs. • LTN1/20 or two-way cycle lane along Priorswood Road and traffic calming. • Additional signage and encouraging slower speeds along canal and under bridges. Additional lighting to be reviewed. • Two-way segregated cycle way along Station Road.

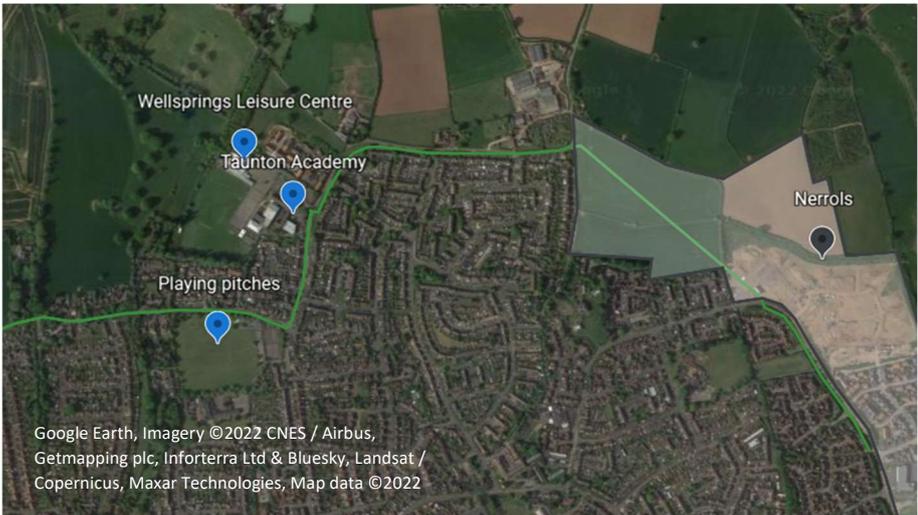
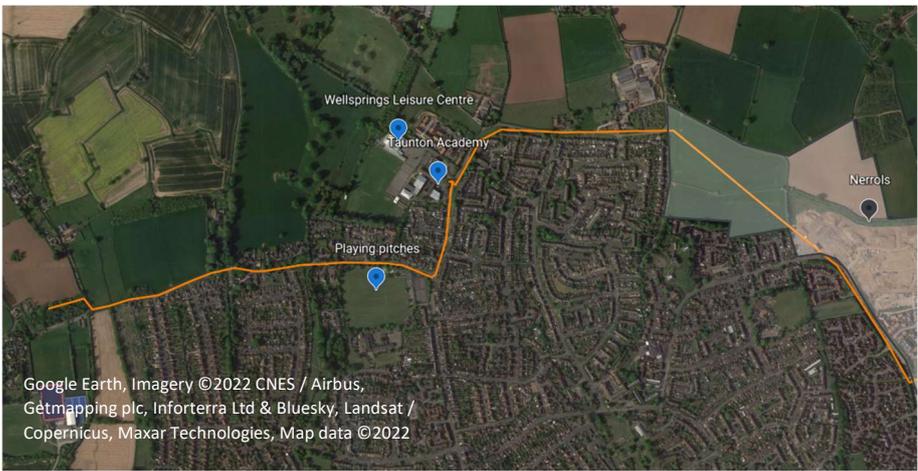
Monkton Heathfield: South Connections	
Services to connect	West Monkton Primary School, Aldi, Hankridge Farm Retail Park, UKHO, Asda, Blackbrook Business Park, Nexus 25, Blackbrook Leisure Centre and Richard Huish College
Options initially considered and audited	
Services routes intercept	All destinations connected – Richard Huish College accessed via SCC Killams Link.
Other options considered	<p><u>Green Routes</u></p> <p>Bridgwater Rd through via Halcon = the audit found potential for intervention along Bridgwater Road extending from existing infrastructure through Creech Castle along southern section of Bridgwater Road. The route also connects Halcon to links into the town centre and beyond or over to Nexus. The emerging route aimed to overcome width constraints through Roman Rd by following Moorland Rd, which also improves connections to UKHO and Asda.</p> <p>Toneway = mature trees running along route which act as a major constraint for delivering compliant infrastructure. The route is poorly overlooked and does not offer the opportunity to connect Halcon.</p> <p>Hankridge link = provides an opportunity for connecting Monkton Heathfield and Halcon to facilities in Hankridge and onto Nexus.</p> <p>Blackbrook Way/ Ilminster Rd = follows current desire line for accessing facilities on Blackbrook Way and onto Nexus. Potential for improving cycle provision from southern section of Blackbrook Way.</p> <p><u>Red Routes</u></p>

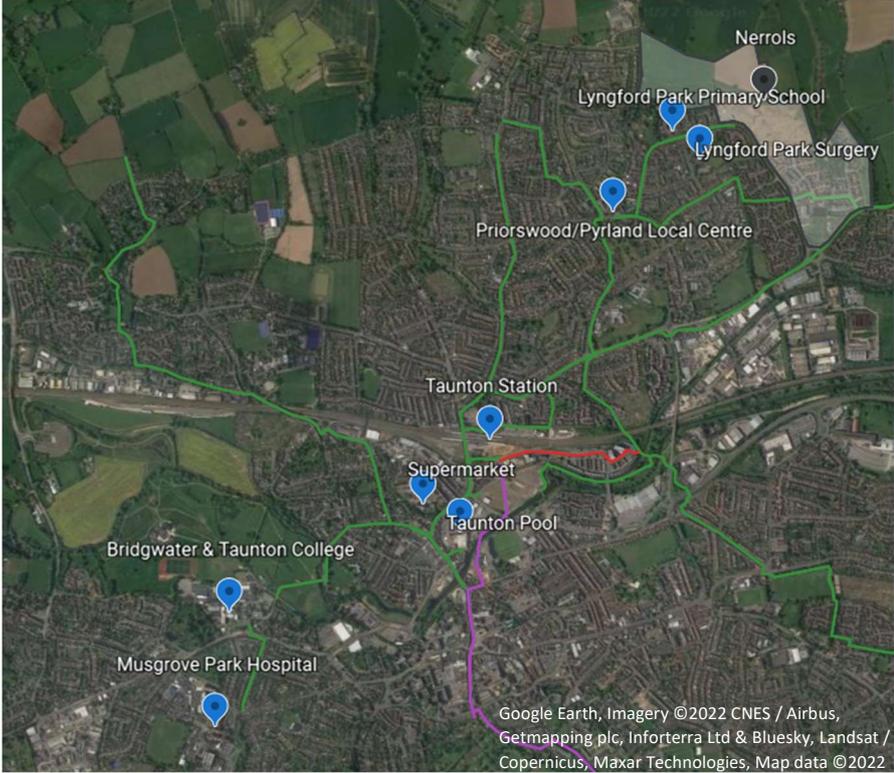
	<p>New A38 link: while it provides existing (shared) infrastructure, most MH2 movements are likely to come via Bridgwater Rd, which also services proposed district centre and primary school.</p> <p>River Tone corridor: duplicates Halcon route without servicing UKHO/deprived areas.</p> <p>Blackbrook/ Ilminster Rd = desire line is continuation along Blackbrook Way.</p> <p><u>Alternative Routes</u></p> <p>Monkton, Ruishton, Hankridge and Nexus link = potential for a more direct link between these destinations, exact route undetermined.</p>
<p>Emerging routes</p>	
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none"> • Off road cycle infrastructure to be provided along section of Bridgwater Rd south of Creech Castle and raised table junction or priority crossing at junction with Roman Rd. • Improving signage and lining through Roman/ Moorland Rd. • Remove planter blocking existing route and provide cycle cut-through as modal filter. • Off road cycle infrastructure along Wheatley Crescent. • Two-way cycle route to be provided along Hankridge link in additional to footway. • Restrict parking and reduce speeds along Deane Gate Ave with crossing facilities to connect Blackbrook Business Park. • Off road two-way cycleway along Blackbrook Way with cycle priority crossing at Lisieux Way roundabout and reduction of junction width with Blackbrook Leisure Centre.

Monkton Heathfield: South-east Connections	
Services to connect	Creech St Michael including primary school, medical centre, convenience store and open space facilities
Options initially considered and audited	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
Services routes intercept	All destinations connected by routes audited.
Other options considered	<p><u>Green Routes</u></p> <p>Langaller Lane to Creech St Michael = constrained width of carriageway unlikely to deliver LTN1/20 compliant infrastructure with little overlooking for most part. Does not connect to services and Route along Hyde Ln would continue to be used to access facilities.</p> <p>Hyde Ln = cycle infrastructure potential, however, route could be made more direct by connecting from ‘middle’ roundabout.</p>
Emerging routes	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>

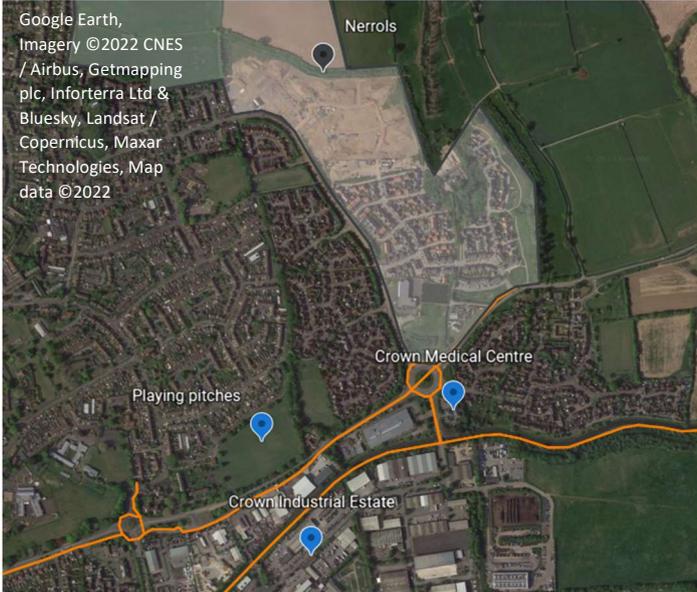
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none">• Two way segregated cycle lane through green space with lighting and signposting to be provided as part of potential development of this site.• Possible priority crossing facilities at A38 roundabout(s).• On-road cycle lanes over M5 bridge on Hyde Lane connecting to existing off-road provision around play facilities.• Speed limit to be extended to all of Hyde Lane at 20mph with additional signing, lining provided and raised table junctions.
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Nerrols

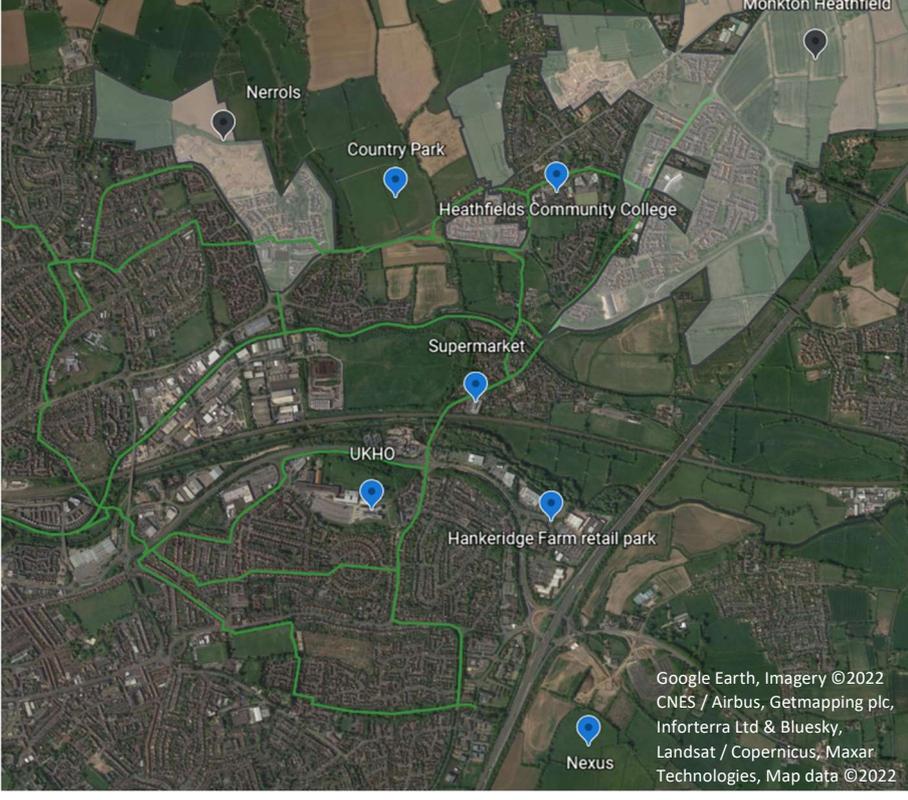
<u>Nerrols: West Connections</u>	
Services to connect	Taunton Academy, Wellsprings Leisure Centre and Taunton Green playing pitches
Options initially considered and audited	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
Services routes intercept	All destinations are connected.
Other options considered	<p><u>Green Routes</u></p> <p>Discussed in relation to Staplegrove West east connections and Monkton Heathfield west connections. Routes allow a connection between Staplegrove, Nerrols and Monkton Heathfield.</p>
Emerging routes	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
Initial recommendations for interventions	See Staplegrove east connections and Monkton Heathfield west connections.

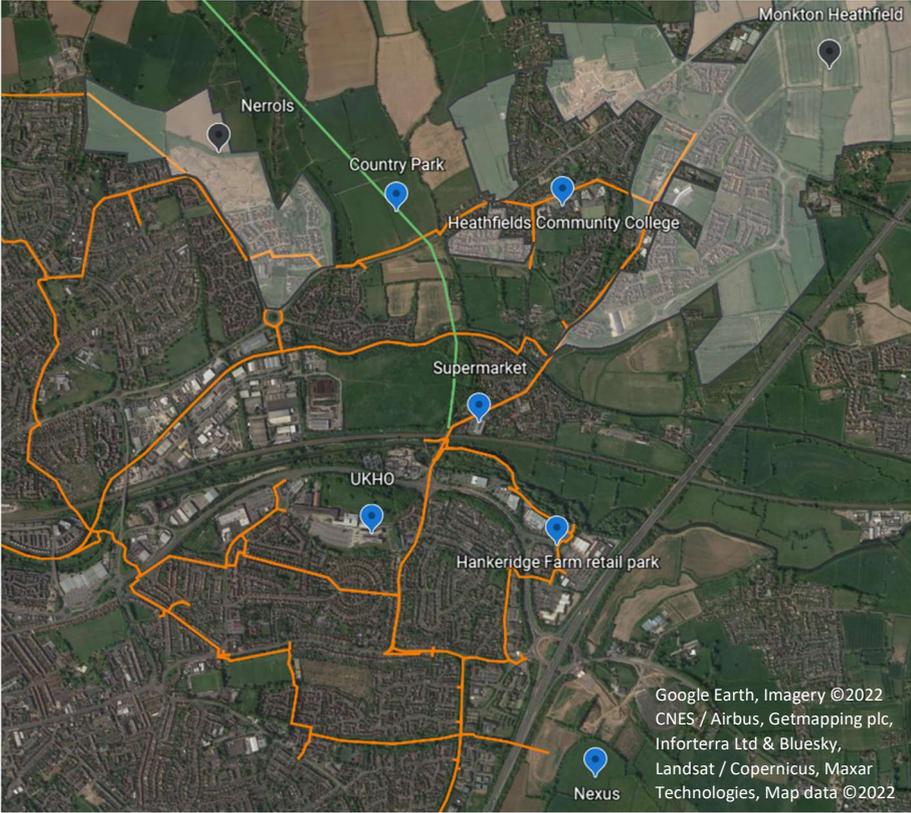
Nerrols: South-west Connections	
Services to connect	Lyngford Park Surgery/ Primary School, Priorswood/Pyrland local centre, Taunton Station, Taunton Pool, Morrisons, Taunton town centre, Bridgwater & Taunton College and Musgrove Park Hospital.
Options initially considered and audited	
Services routes intercept	All destinations connected. Continue on using FHSF Station to Vivary Link and SCC Killams Link for Richard Huish College.
Other options considered <i>Includes those that have not been previously discussed.</i>	<p><u>Green Routes</u></p> <p>Bossington Drive = road suitable for quiet street treatment with reductions of speed limits to 20mph with some capacity for off street two-way or shared path along Selworthy Rd section.</p> <p>Lyngford Park to Firepool link = audit identified potential to extend two-way cycle provision on Eastwick Road through Lyngford Park and Lyngford Road with improvements to Winckworth Way.</p> <p><u>Red Routes</u></p> <p>Trenchard Way = alternative existing shared use connection between Winckworth Way and Station, with potential for improvement of crossing wide access roads, but improvement of Children's Wood route a clear preference for strategic connectivity, GI, funnelling people to and through Firepool etc.</p>

<p>Emerging routes</p>	<p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none"> • Extension of two-way cycle on Eastwick Rd through Selworthy Road where land ownership allows and onto Bossington Drive with short sections of shared provision. • Speed limit reductions and lining strategy on Bircham Road. • LTN1/20 compliant cycle infrastructure through Lyngford Park. • Segregated cycle route through Lyngford Road with speed reductions to 20mph. • Quiet street treatment through Winckworth Way, add signage directing to station and improve coherence.

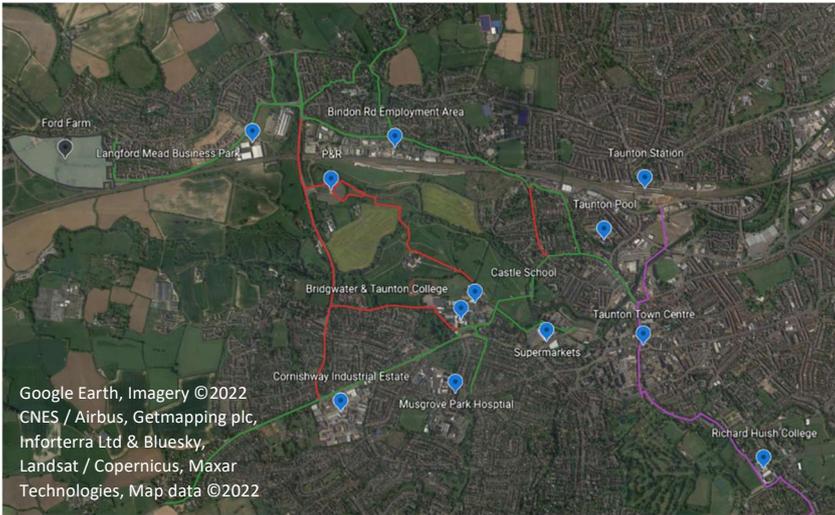
<p>Nerrols: South Connections</p>	
<p>Services to connect</p>	<p>Priorswood playing field , Crown Industrial Estate/ Medical Centre</p>
<p>Options initially considered and audited</p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Services routes intercept</p>	<p>All destinations connected – utilising some existing infrastructure.</p>
<p>Other options considered</p> <p><i>See Monkton Heathfield west/ south-west for further detail.</i></p>	<p><u>Green Routes</u></p> <p>Summerleaze crescent = little opportunity for improvement due to constrained width of path and provides suitable link to playing pitches.</p> <p>Nerrols Dr/ A3259 Roundabout = potential for improving priority.</p>
<p>Emerging routes</p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>

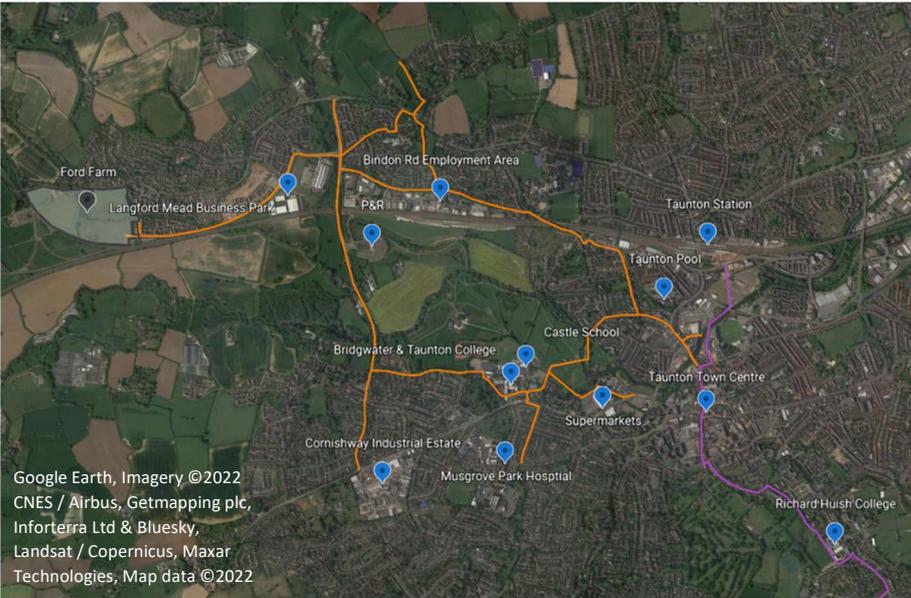
Initial recommendations for interventions	<ul style="list-style-type: none"> • Potential for “go-Dutch” roundabout design and extension of cycle path south to a shared path over the canal bridge to allow cohesive access to Crown Industrial Estate.
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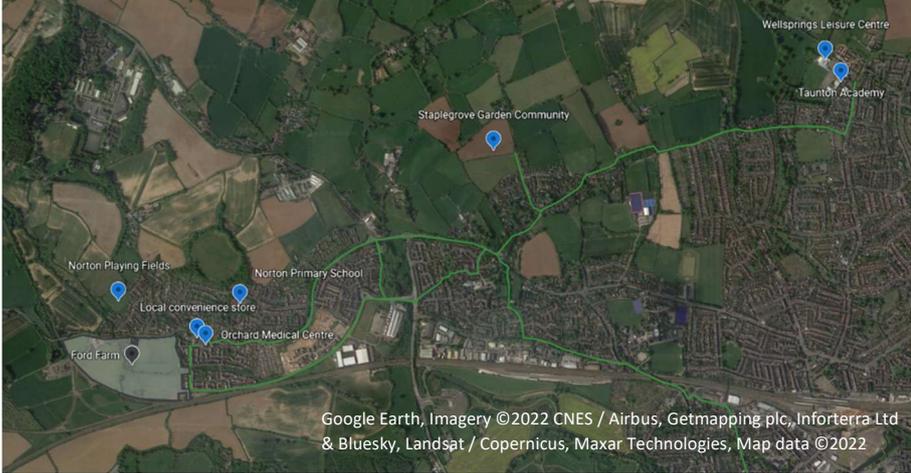
Nerrols: South-east and East Connections	
Services to connect	Nerrols local centre, Aldi, UKHO, Hankridge Farm Retail Park, Country Park, Heathfields Community College and existing/ future services in Monkton Heathfield.
Options initially considered and audited <i>Nexus 25 considered separately.</i>	
Services routes intercept	All destinations connected – aspiration for a north-south GI link, which should help to improve directness to destinations, as currently the links divert either significantly to the east or west.
Other options considered <i>Includes those that have not been previously discussed. See Monkton Heathfield summaries for further details.</i>	<p><u>Green Routes</u></p> <p>Dyer’s Ln = Aspiration for GI-link connecting Taunton to Maidenbrook Country Park, which will enable a more-direct link between Nerrols and the south-east destinations. Route has some potential for improvement with speed reductions, however, due to existing settlements there is little opportunity for segregated provision. Therefore, the route is still to be determined.</p> <p>For Lyngford Park route see Firepool north connections.</p>

<p>Routes carried forward</p>	 <p>The map displays a satellite view of the Monkton Heathfield area. A network of orange lines traces various routes across the residential and commercial zones. Several blue location pins are placed on the map, marking specific points of interest: Nerrols, Country Park, Heathfields Community College, Supermarket, UKHO, Harkeridge Farm retail park, and Nexus. A green line also runs through the area, possibly representing a different type of route or boundary. The map includes a copyright notice in the bottom right corner: 'Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022'.</p>
<p>Initial recommendations for interventions</p>	<p>See all Monkton Heathfield connections and Firepool east connections for interventions.</p>

Ford Farm

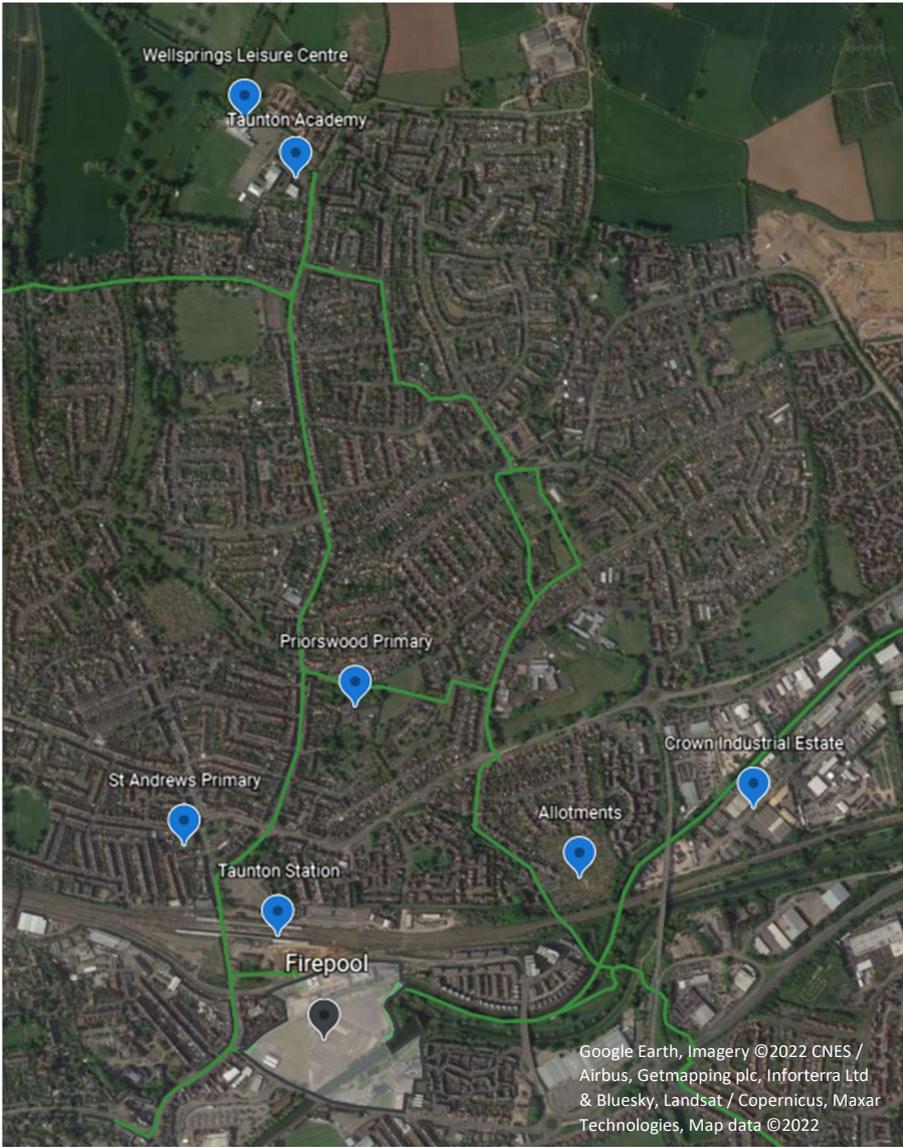
Ford Farm: East/ South-east Connections	
Services to connect	Park & Ride, Bridgwater & Taunton College, Castle School, Musgrove Park Hospital, Cornishway Industrial Estate, Tesco/ Lidl at Tangier, the town centre, Richard Huish College, Langford Mead Business Park, Bindon Rd Employment Area and Taunton Station/ Pool.
Options initially considered and audited	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
Services routes intercept	Silk Mills P&R has not been connected – March engagement suggested access to Bridgwater & Taunton College, The Castle School and SW Taunton could be more direct.
Other options considered <i>Includes those that have not been previously discussed.</i>	<p><u>Green Routes</u></p> <p>Great Western Way = most of this route is what it is now. Some potential to widen and add priority crossings if felt necessary. There is also little opportunity to improve the access north to Cross Keys along Back Stream with constrained widths. Both still act as a crucial link from Ford Farm to key destinations.</p> <p><u>Red Routes</u></p> <p>Discussed in relation to Staplegrove south/ south-east 1 connections. Initially, it was felt that Silk Mills Rd/ Heron Rd would not be required with the Bindon Rd route. However, the engagement suggested it provides a crucial route for Ford Farm users while benefiting Staplegrove West. Longrun Meadow did not prove suitable.</p> <p>Taunton Station can be access via Trenchard Way.</p>

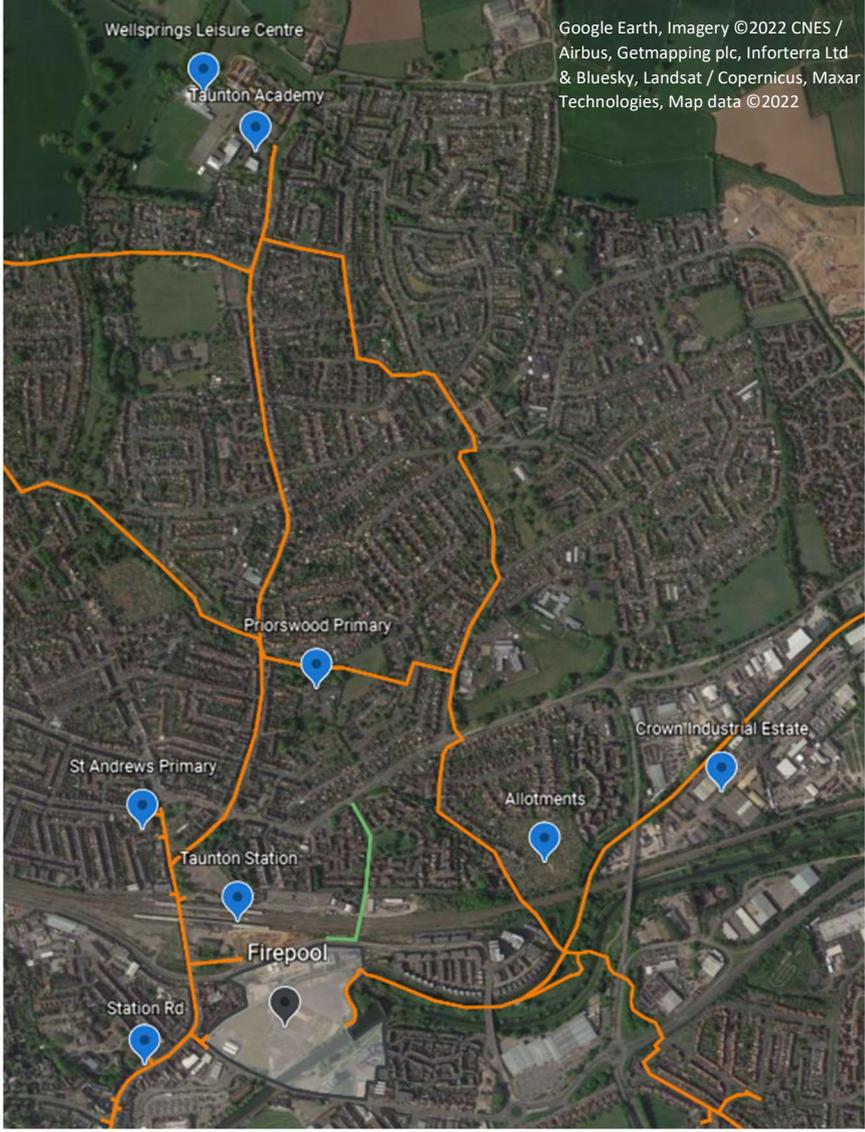
<p>Emerging routes</p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none"> • See Staplegrove West south/ south-east connections and Comeytrowe north-east connections. • No interventions on Great Western Way unless adding priority crossings and widening is considered necessary. • Two-way cycle lane along northern side of Bindon Road. • Improvements to crossing times on Silk Mills Rd/ Bindon Rd.

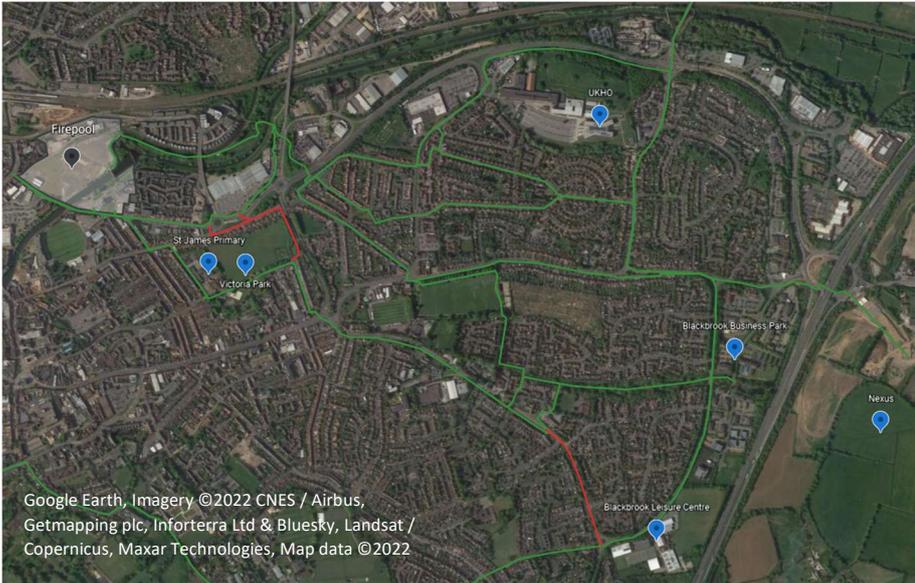
<p>Ford Farm: North/ North-east Connections</p>	
<p>Services to connect</p>	<p>Orchard Medical Centre, Co-op convenience store in Norton local centre, Norton Primary School and playing fields, Staplegrove Garden Community, Taunton Academy and Wellsprings Leisure Centre.</p>
<p>Options initially considered and audited</p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Services routes intercept</p>	<p>All destinations have been connected – connect to Norton Playing Fields and Primary School via existing quiet streets. There may be some opportunity through any future planning applications.</p>

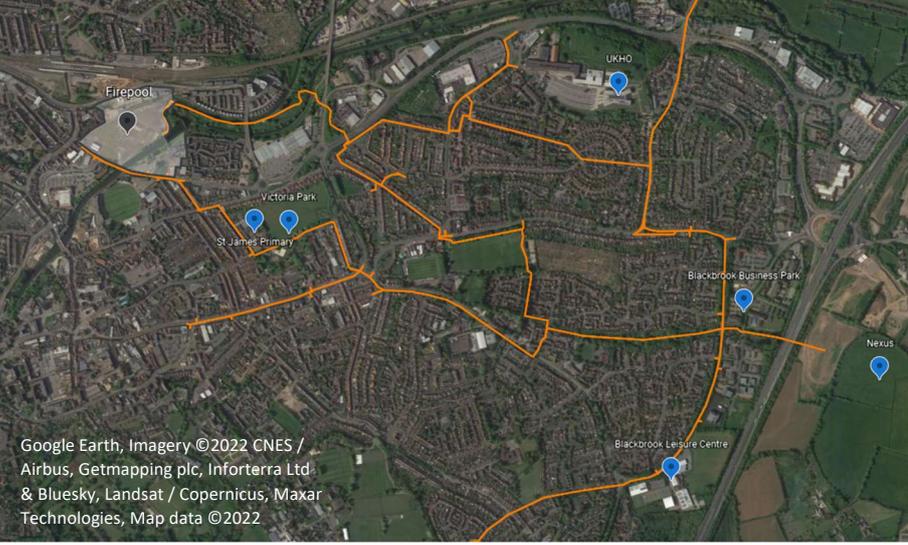
<p>Other options considered</p> <p><i>See Staplegrove West/ East and previous Ford Farm summaries for further detail.</i></p>	<p><u>Green Routes</u></p> <p>Showell Park from Silk Mills to Staplegrove Rd = potential for improvement through this section, consider role of road. Acts as a key route from Ford Farm to Staplegrove and beyond to Taunton Academy and avoids the busy and fast Staplegrove Road.</p>
<p>Emerging routes</p> <p><i>Includes those that have not been previously discussed.</i></p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none"> • Extend segregated cycle route along Great Western Way south of park to connect to Silk Mills Road and Bindon Road. • Remove barriers to Showell Park and widen entrances. • Add signage along quiet residential streets.

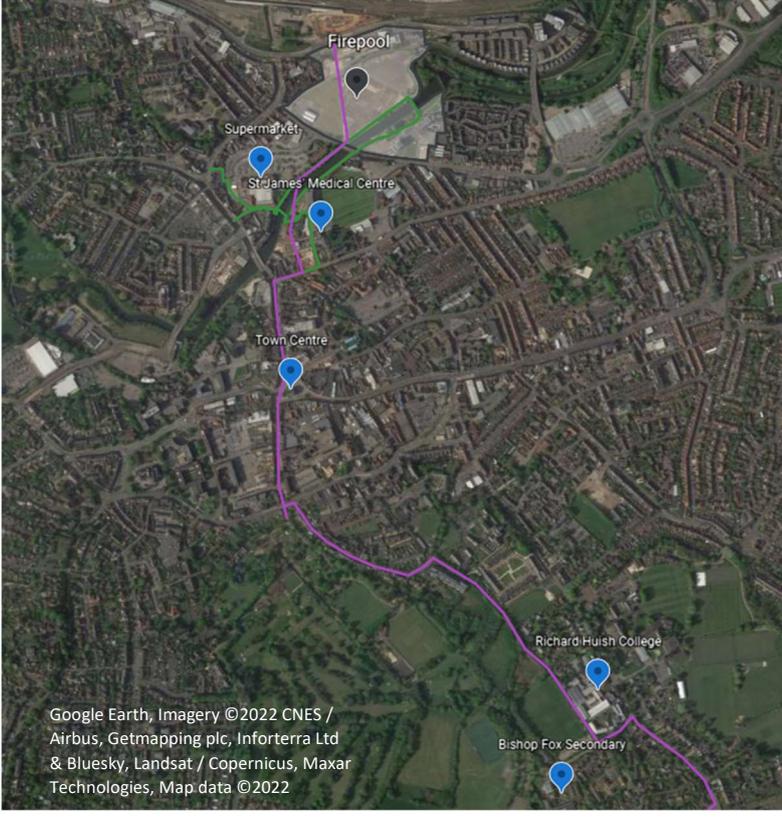
Firepool

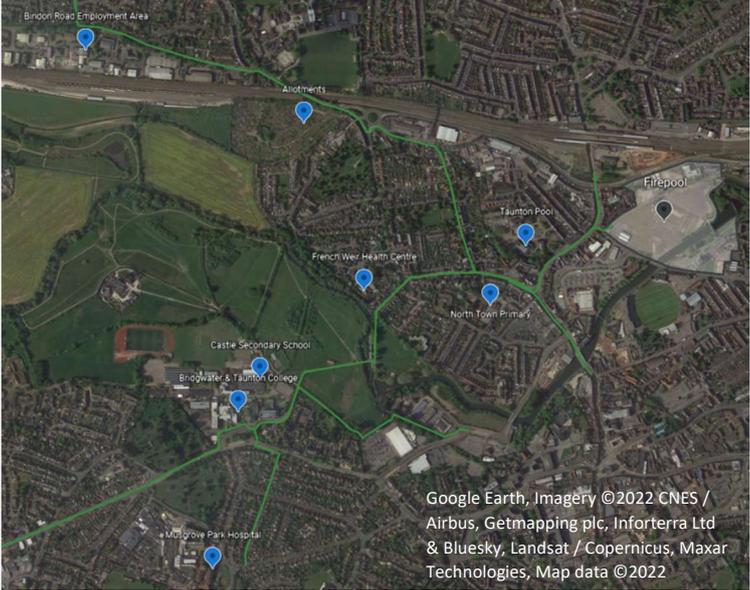
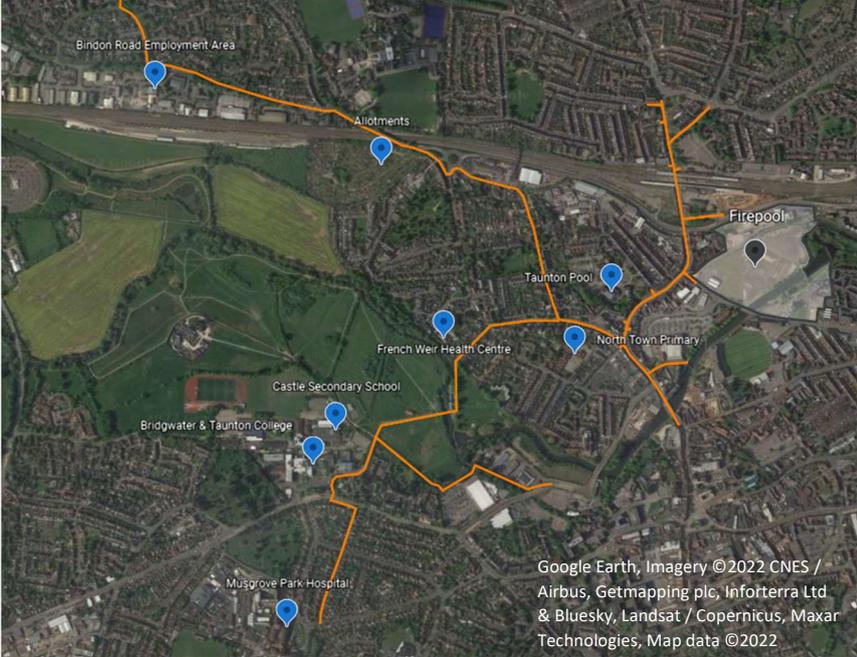
Firepool: North/ North-east Connections	
Services to connect	Taunton Station, St Andrews and Priorswood Primary Schools, Taunton Academy, Wellsprings Leisure Centre, Winckworth Way allotments and Crown Industrial Estate
Options initially considered and audited	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
Services routes intercept	All destinations have been connected.
Other options considered	<p><u>Green Routes</u></p> <p>Cheddon Road = while it does have potential it needs a larger, more transformational, intervention. Instead, Lyngford Park route can be used in the meantime for connections to the key destinations and still acts as a crucial link for Nerrols.</p> <p>Lyngford Park (east) = potential for additional segregated cycleways and quiet road treatment and additional signage. Eastern section of the path doesn't follow desire lines and is likely to have maximum</p>

	<p>provision already with surrounding trees. Greater potential for western path while following desire lines.</p> <p>Priorswood School path = potential for widening and acts as a key link from Firepool to Priorswood Primary while avoiding Cheddon Rd.</p> <p><u>Alternative Routes</u></p> <p>Also potential for improving the connection from Firepool to North Taunton through a GI-led bridge over the railway (part of GI Strategy).</p>
<p>Emerging routes</p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none"> • Potential to question the role of Cheddon Rd and explore traffic calming or low traffic neighbourhood interventions. • Potential for cycle lane along northern section of Cheddon Rd. • Narrowing Wellsprings Road junction. • Potential for reduce speed limits on Cheddon Rd to 20mph. • Provide direct crossings over Priorswood Rd/ Cheddon Rd and Clifford Terrace junction. • Widening Grange Walk path and improving access points.

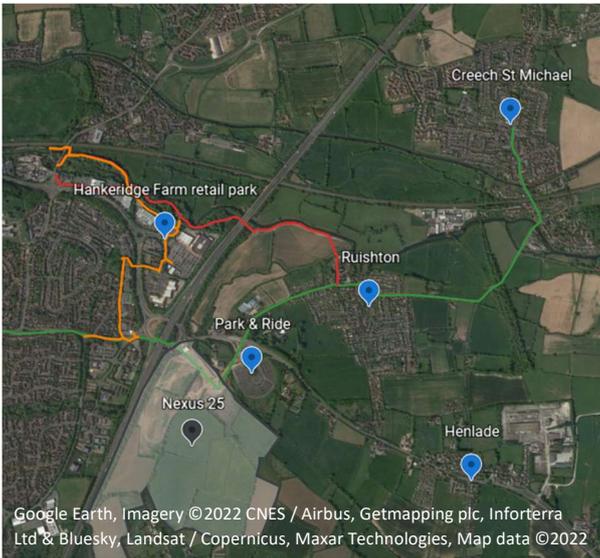
Firepool: East Connections	
Services to connect	St James Primary School, Victoria Park, UKHO, Blackbrook Business Park, Blackbrook Leisure Centre and Nexus 25.
Options initially considered and audited	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
Services routes intercept	All destinations connected.
Other options considered	<p><u>Green Routes</u></p> <p>Priory Bridge Rd = little capacity for intervention and doesn't offer major benefit for connecting to destinations.</p> <p>Lisieux Way options = little opportunity for route passing Tesco convenience store, greater opportunity for path through Severn drive.</p> <p>Victoria Park = offers an alternative for Blackbrook route with overlooking and connects to St James Primary School.</p> <p>Toneway = section heading north from Wheatley Crescent to UKHO has potential for intervention such as extending the existing two-way path on Creechbarrow Rd and connects to key destinations.</p> <p>Ilminster Rd = little opportunity for intervention with mature trees, misses opportunity to connect a deprived neighbourhood and desire line is through Hamilton Park to Blackbrook/ Nexus.</p> <p>Blackbrook Route = addresses connection along canal, which is a crucial route for the majority of the Garden Communities and also improves a well-used route between Taunton Station/ Firepool and area around J25, Blackbrook and Nexus.</p> <p><u>Red Routes</u></p> <p>Lisieux Way = less direct route between Firepool/ town centre and Nexus than Blackbrook Way.</p>

	<p>Victoria Gate = connects into PBR route and Victoria Park route but is narrow and offer little natural surveillance. Would be unable to deliver a compliant, comfortable and attractive route.</p>
<p>Emerging routes</p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none"> • Two-way cycle way along Priory Bridge Rd working with Firepool to deliver the relevant section. • Quiet road treatment with speed reductions and filtered permeability. Potential for woonerf/home zone designs along Winchester St and Cranmer Rd with shared paths a priority. • Placemaking along Somerset Place with on-road provision. • Two-way cycle path along East Reach with placemaking and removing one lane. Widening existing path on Lisieux Way. • Widening and resurfacing of canal path with addition of lighting through Children’s Wood section if deemed suitable. • Two-way cycle lane along Lambrook Rd west of Leycroft Rd connecting to existing crossing. On-road provision on eastern section either with additional signage or traffic calming. • Two-way through Hamilton park and widening of Blackbrook path and switching of lane from south to north with aligning of crossings over Blackbrook Way and Blackbrook Park Ave. • Tunnel under M5 connecting to Nexus Garden Community.

<p>Firepool: South Connections</p>	
<p>Services to connect</p>	<p>Morrisons Supermarket, St James Medical Centre, the town centre, Bishop Fox’s Secondary School and Richard Huish College</p>
<p>Options initially considered/ emerging from other projects</p>	 <p>The map shows an aerial view of the Firepool area. A purple line traces a route starting from Firepool at the top, passing through a Supermarket, St James Medical Centre, and the Town Centre. The route then curves south and east, passing Richard Huish College and Bishop Fox Secondary. Blue location pins mark each of these destinations. The map includes a copyright notice at the bottom: 'Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022'.</p>
<p>Services routes intercept</p>	<p>All destinations connected - from Firepool utilise FHSF Station to Vivary and SCC Killams Link being built out through other projects.</p>
<p>Other options considered</p>	<p><u>Green Routes</u></p> <p>River Tone circle = potential for improvements with widening and resurfacing but likely to be delivered as part of Firepool Masterplan and FHSF Station to Vivary Link.</p> <p>Morrisons paths = partly aimed to be delivered through Staplegrove to Bridge Street route but dependent on third party land. Focus more so on Station Road as a “transformational” link to access the intended destinations such as North Town Primary School.</p> <p>Decision made to focus only on the routes brought forward through other projects as all destinations have been connected.</p>

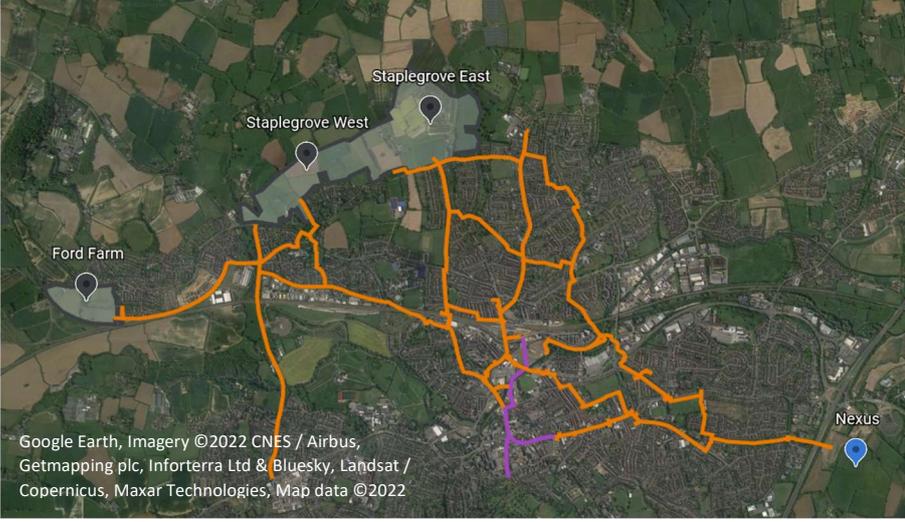
<p>Firepool: South-west/West Connections</p>	
<p>Services to connect</p>	<p>Taunton Pool, French Weir Health Centre, North Town Primary, The Castle School, Bridgwater & Taunton College, Musgrove Park Hospital, Bindon Rd Employment Area and Frieze Hill Allotments</p>
<p>Options initially considered and audited</p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Services routes intercept</p>	<p>All destinations connected using audited routes – Trenchard Way likely to be used for allotments and Bindon Rd access.</p>
<p>Other options considered</p>	<p>Trenchard Way = mentioned previously as a connection between Firepool/ Station and Bindon Road onto Staplegrove, however, was not considered necessary in terms of suggesting improvements.</p>
<p>Emerging routes</p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Initial recommendations for interventions</p>	<p>See route summaries in associated Garden Community.</p>

Nexus

Nexus: North/ East Connections	
Services to connect	Picking up access to the Park & Ride, Ruishton, Hankridge Farm Retail park, Creech St Michael and Bridgwater. Also access towards Henlade, Yeovil, Ilminster and rural hinterland.
Options initially considered and audited	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
Services routes intercept	Connections and exact routes towards Bridgwater, Henlade, Ilminster, Yeovil and rural hinterland still to be determined. Monkton Heathfield considered in relation to the southern connections.
Other options considered	<p><u>Green Routes</u></p> <p>Nexus to Ruishton to Creech = route very constrained by existing built up area, narrow roads (particularly Cheats Rd) and adjacent third party land. Potential to utilise existing PROW along River Tone, however route will likely require third party land and construction of a new bridge over the railway and the River Tone.</p> <p><u>Red Routes</u></p> <p>Hankridge to Ruishton = important GI link in need of much improvement, but not relevant to connecting the garden communities and offers poor natural surveillance.</p> <p><u>Alternative Links</u></p> <p>Link to Hankridge Farm Retail Park could be made more direct as could links in from Monkton Heathfield to connect potential Bridgwater Link. Links down to Henlade, Ilminster and Yeovil are also important connection aspirations for Nexus and Taunton urban area.</p>

<p>Emerging routes</p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Initial recommendations for interventions</p>	<ul style="list-style-type: none"> • Two-way cycle lanes along existing main roads to Ilminster and Bridgwater and improved signage. • New GI-led walking and cycling routes to Creech St Michael, Ruishton and Monkton Heathfield via Hankridge Retail Park with LTN 1/20 compliant, lit and well-surfaced two-way links.

<p>Nexus to Staplegrove West, East & Ford Farm</p>	
<p>Services to connect</p>	<p>Nexus</p>
<p>Options initially considered and audited</p>	 <p>Google Earth, Imagery ©2022 CNES / Airbus, Getmapping plc, Inforterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2022</p>
<p>Services route intercepts</p>	<p>Nexus – destination connected. Green routes along Bridge Street and Hammet Street have been linked up through a separated ongoing project from Taunton Station to Vivary Park.</p>

<p>Audit outcomes</p>	<p>Refer to all previous Garden Community summaries for details on the green and red routes shown above.</p> <p>A variety of options from Ford Farm and Staplegrove West and East are available for accessing Nexus:</p> <p><u>Green routes</u></p> <p>Clifford Ave to Lyngford Road = provides a link from Staplegrove East not only to Priorswood primary school and Crown Industrial Estate but to the route heading south towards the canal and onto Nexus. Users from Staplegrove West and Ford Farm are likely to use the Bindon Road link into Taunton town centre with a variety of options from there. Either to join onto the existing Trenchard Way infrastructure and onto Blackbrook route, go through Firepool and onto the Blackbrook route or through Victoria Park, Lisieux Way etc or even use East Reach.</p> <p>Hammet Street = while this route provides a link towards Nexus from Ford Farm or Staplegrove West, the route focus would be better placed on East Reach with a greater “transformational” change possible.</p>
<p>Emerging routes</p>	
<p>Initial recommendations for interventions</p>	<p>Refer to all previous Garden Community summaries for details on the potential interventions on the emerging routes shown above.</p>