

Corridor 6 – Wells to Bridgwater (via. Glastonbury and Street)



- The corridors shown are simple straight lines between places, not exact routes on the ground.
- We're focusing on the big picture (how places connect) rather than small details.
- Think about which corridor matters most to you or is closest to where you are.
- Don't worry if a line doesn't pass through your exact location, we'll look at that later.

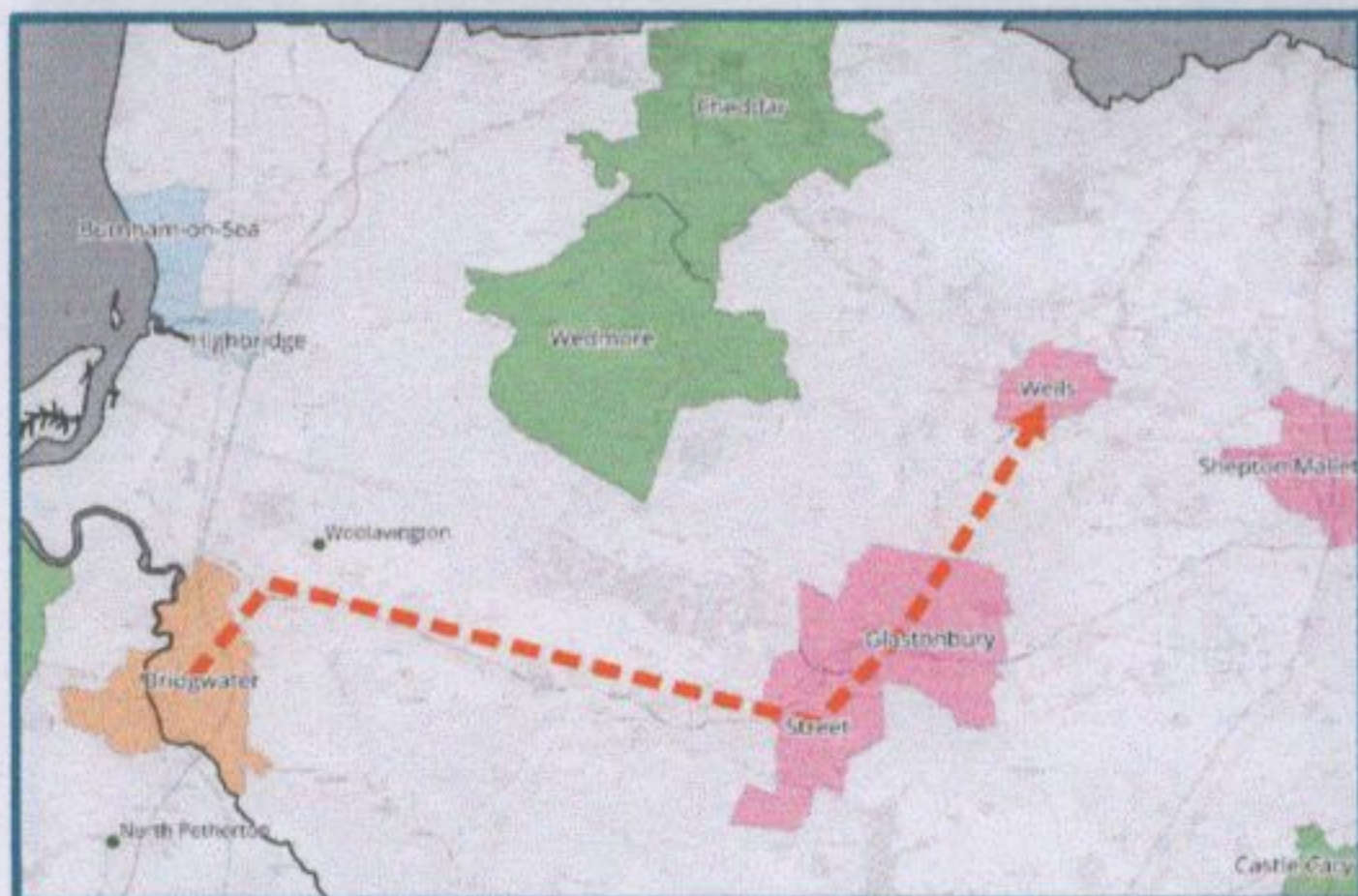


Background & Context

Corridor 6 Wells to Bridgwater (via Glastonbury and Street)

Description

This corridor connects a cluster of rural and linked transport centres in Wells, Glastonbury and Street to the key transport hub of Bridgwater by the A39. Extended to Bridgwater following Round 1 engagement.



Place Types



Wells, Glastonbury and Street are all linked places (alongside Shepton Mallet) with people regularly travelling between them.

Glastonbury and Wells have strong cultural, tourism and heritage functions, with the village of Street having high-quality shopping facilities.

Bridgwater has a large population, with range of facilities, employment and access to the motorway and rail line.

Travel to Work



People who live in Wells, Glastonbury and Street tend to work nearby, with up to 65% of residents working in either the town they live in or another nearby town.

By comparison, almost two thirds people in Bridgwater, work within Bridgwater.

Key Services



Between Wells, Glastonbury and Street, there are a mix of services, including a community hospital, secondary and sixth form colleges and town centre shops.

Bridgwater has a large range of services, including employment, shops, a community hospital and education, including University Centre Somerset.

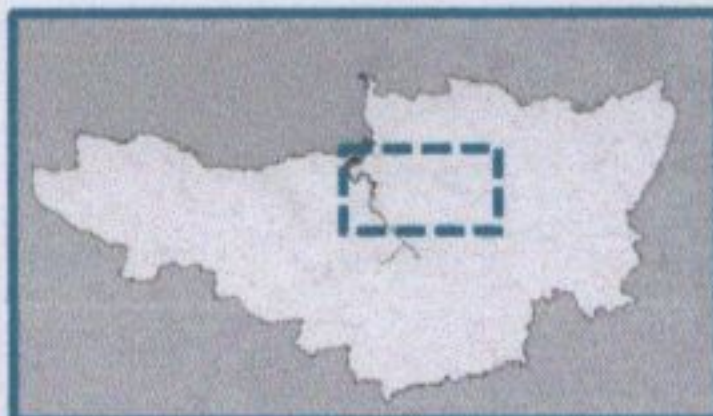
Case for Change



Wells, Glastonbury and Street are close together and people often travel between them, but they don't have many higher-level services. This means there is a need for better connections both between these towns and to Bridgwater. Improving this will help people reach major transport routes and key job locations, including the Gravity campus.

Settlement Transport Types

- Large
- Linked
- Coastal
- Mid-Sized
- Primary Rural
- Village

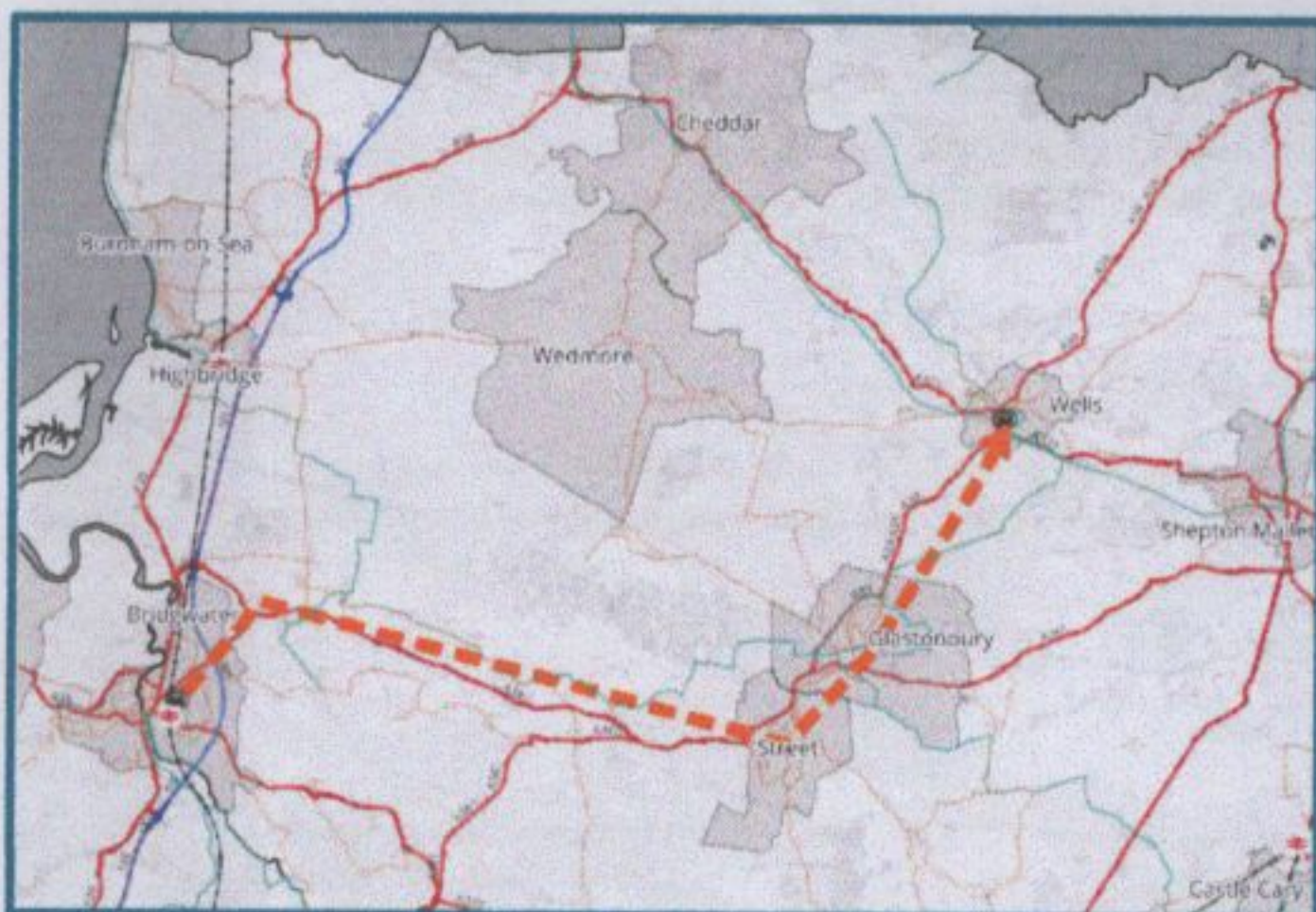


Existing Infrastructure

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Road



The A39 provides continuous route along the length of the corridor passing through several smaller villages. It is largely single carriageway, with limited opportunities for overtaking. The route largely bypasses the centres of Wells, Glastonbury and Street.

There is often congestion on the approaches to Bridgwater.

Bus



Bus services run every 30 minutes between Wells, Glastonbury and Street. Direct bus services along the length of the corridor are broadly every 2 hours, which is much longer than by private car.

Rail



Bridgwater station provides rail connectivity to the north to Bristol and beyond and south towards Taunton, Exeter and Cornwall. There is no rail station in Wells, Glastonbury or Street.

Depending on destination, people may find it easier to catch trains from Castle Cary station.

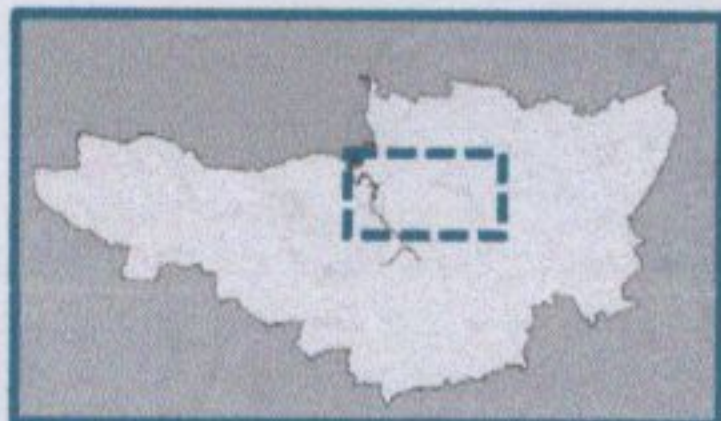
Active Travel



A marked, mainly on-road, cycle route winds along most of the corridor, albeit to a standard that could be a barrier to many. The route broadly follows the A39, with stretches of off-road track at Glastonbury and Wells. There are gaps between Bridgwater and Bawdrip, alongside a lack of connectivity at Street.

Key

- Motorway
- A Roads
- Active Travel Routes
- Bus Routes
- + Rail Station
- Rail Line

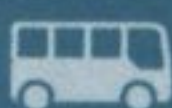


Challenges & Performance

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Challenge 1



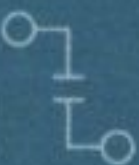
Although local bus services are frequent (every 30-minutes), journey times to Bridgwater are significantly longer than by private car.

Challenge 2



The separation of Bridgwater from the Wells, Glastonbury and Street presents challenges for delivering high-quality public transport in a mainly rural setting.

Challenge 3



Cycle routes are mainly on-road with a gap to the west between Bridgwater and Bawdrip.

Challenge 4



Partnered with the lack of local trains, the car is likely to continue to be the default choice for travel along the length of the corridor for most everyday trips.

Local Transport Plan Objective Performance

Is sustainable connectivity the first choice?



Does connectivity promote safe and healthy travel?



Do connectivity options minimise environmental impacts?



Is connectivity reliable and resilient?



Better Connected Priorities Performance

Are journeys across different kinds of transport easy to plan, pay for and navigate?



Is connectivity safe and dependable?



Are connectivity options accessible and affordable?



Does connectivity promote healthy travel choices?



Schemes

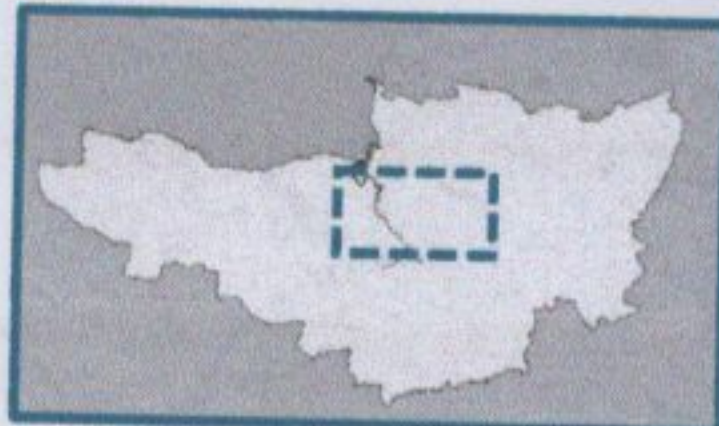
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Schemes Key

- ↔ What we have done
- ↔ What we want to do



Status	Ref.	Name	Description	Mode
What we want to do	1	Increased Bus Frequency Glastonbury Hospital	Additional evening services to serve Glastonbury community hospital	Bus
	2	Glastonbury To Wells Active Travel Route	Develop proposals for Glastonbury to Wells active travel route	Active Travel
	-	Mendip EV Charging	Work with private sector to deliver EV charging at West Mendip hospital and Mendip retail centres	Electric Vehicles
	3	Bawdrip Link	New and enhanced cycling and walking routes to connect Taunton to / from other settlements including Bawdrip	Active Travel
What we have done	A	A38 Dunball Roundabout	Capacity improvements and active travel facilities	Junction Capacity
	B	Chedzoy Lane Active Travel Link	Off road cycle slip and cycleway link to existing facility	Active Travel
	C	Bretenoux Road Active Travel Improvement	New active travel link	Active Travel
	D	Glastonbury Willow Walk	Off-road section of National Cycle Network Route 3	Active Travel

Vision & Opportunities

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Vision



A cluster of linked active communities connected by high-quality walking and cycling links, served by frequent bus services and links to main line railway stations.

Opportunity 1



Street, Glastonbury and Wells are close enough to each other that more people might be able walk or cycle between them. Creating a new route for walking and cycling that links the towns and makes use of existing traffic-free paths and the already high levels of walking and cycling, could encourage more people to make these types of journeys.

Opportunity 2



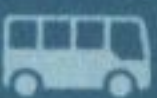
Opportunities to provide walking and cycling routes at the western end of the corridor could also be explored, including from Bridgwater to Bawdrip.

Opportunity 3



Because Wells, Glastonbury and Street are closely linked and share important facilities and visitor attractions, bus services could be improved. This might include better connections to key places like West Mendip Hospital in Glastonbury and Strode College in Street.

Opportunity 4



Explore opportunities for better buses to employment zone northeast of Bridgwater (inc. Gravity Campus).

Opportunity 5



Recognising the rural setting of the corridor, greater electric vehicle charging could be the most credible pathway to enabling sustainable trips along the length of the corridor towards Bridgwater.