

**SWINDON BOROUGH COUNCIL  
LOCAL DEVELOPMENT FRAMEWORK**

**Examination of the Swindon Central Area Action Plan (CAAP)**

<b>AGENDA FOR HEARING SESSION 2 – 9.30 am THURSDAY 26 June 2008 The Pilgrim Centre, Regent Circus, Swindon</b>
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1. Inspector  
Welcome; introductions; opening remarks
2. Swindon Borough Council  
Introductions and opening remarks
3. Main issues for discussion (details on pages 2-3)

**Sustainability Strategy (*Section 4/Policy 2*)**

Monitoring and measuring progress against targets  
Decentralised sustainable energy supply scheme  
Waste recycling  
Green Roofs

**Transport and Movement Strategy (*Section 6/Policies 5-11 inclusive*)**

Overall transport strategy  
Priorities and timescales for transport improvement works  
Flexibility to deal with change  
The use of the private car/car parking  
Fleming Way Bus Exchange/public transport  
Pedestrians/barriers to movement  
Cyclists/cycle network

4. Inspector  
The next steps

**Representors:**

Swindon Civic Trust  
New Mechanics Institute Preservation Trust Limited  
Front Garden Action Group  
Old Town Group  
CPRE  
Mr B V Cockbill  
Wroughton Parish Council  
Swindon Climate Action Network

## THE SUSTAINABILITY STRATEGY (Section 4/Policy 2)

### Monitoring and measuring

How will the outcomes of this strategy be monitored/measured to gauge progress/success in delivering the relevant objectives in the CAAP?

- The Swindon Standard SPD
- Annual Monitoring Report (AMR) Indicators
- Monitoring elements of the strategy not covered in the AMR

### Decentralised sustainable energy supply scheme

What is the evidence to support Swindon's suitability for the development of a decentralised sustainable energy supply scheme? What is the timescale to prepare an implementation plan for this initiative?

- Flexibility pending the operation of a sustainable community energy scheme
- Proposals which fail to meet the BREEAM Excellent rating

### Waste recycling

Are current targets for waste recycling being met? What are the future targets for waste recycling? What are the current issues around waste recycling? How will the Central Swindon Sustainable Waste Management Scheme help address these issues and meet targets?

- Implications for Design Criteria (Policy 1)

### Green Roofs

What is the evidence to support the requirement for Green Roofs in Central Swindon in terms of lack of biodiversity, open space, flood risk? When will detailed guidance on the creation of Green Roofs in Central Swindon be published and how often will it be updated?

- Green Roofs SPD anticipated adoption timetable

## THE TRANSPORT STRATEGY

### Overall transport strategy

What is the overall strategy for transport in Swindon? How will the proposals for Central Swindon integrate with transport planning for Swindon generally, including development on the outskirts and the wider catchment area?

- Background, evolution and development of the Transport Strategy
- The Transport Strategy's guiding principles and general approach
- The bigger picture relating to transport and movement: Park and Ride and strategic car parks, bus corridors, cycle and footpath networks

### Priorities and timescales for transport improvement works

Transport improvements are an integral part of redeveloping several streets and major development proposals in the Central Area. What are the priorities/timescales for carrying out these works?

- Joining up elements of the transport improvements which come forward as and when sites are redeveloped – dealing with displaced traffic; connectivity
- The Swindon Tariff: highways and transport infrastructure contributions
- Prioritising highways and transport projects funded by developer contributions

### Flexibility to deal with change

If the developments on which these improvements rely are delayed or do not occur, how will this affect the implementation of the transport policies and how can they be changed?

- Delivering the strategic elements of the transport strategy: car park north of the railway line and new/improved links to the town centre; the bus exchange within the Union Square development and the related down-grading of Fleming Way; the provision of five Park and Ride sites on main routes into the town centre

### The use of the private car/car parking

Does the strategy include an objective to reduce reliance on the private car?

- Evidence base to justify the requirement for 9000 parking spaces up to 2026
- Justification for the provision of at least 2000 new spaces in the CAAP period
- Triggers for and phasing of additional parking capacity within the Central Area

### Fleming Way Bus Exchange/public transport

What is the justification to locate the new bus exchange at Fleming Way? How does it fit with the overall transport strategy and support the plan's objectives? When will a detailed design for the scheme be produced? Will safeguarding an indicative area for the bus exchange in the meantime prejudice, restrict or delay phase 1 of the Union Square development?

- Justification for the proposed location
- Progress on detailed design requirements
- Provision for day trip and touring coaches
- Bus corridor/priority routes shown on the Proposals Map

### Pedestrians/barriers to movement

How and when is intended to remove the barriers to pedestrian movements, such as bridges and underpasses, and to complete the urban cycle network?

- Funding and timescale for provision

### Cyclists/cycle network

What consideration has been given to segregating cyclists and pedestrians?

- Council standards for new off road cycle routes
- Parking and storage of cycles and other non-car transport modes: implications for Design Criteria in Policy 1