

Infrastructure Type	Infrastructure Sub-Type	Project Name	Project Description	Project Status	Project Scale (Sub Regional / City Wide / Local Area)	Location	SBC IDP Sub Area (where applicable)	Project On Site or Off Site	Associated Homes	Associated Jobs	Relevant Delivery Parties	IDP Prioritisation Category	Delivery Timing Details	IDP Phase Short - 2025-2030 Medium - 2030-2040 Longer Term - 2040+	Project Costs (£)	Cost Notes	Secured Funding (£)	Potential Funding Sources	Funding Gap	Project Source	Other Project Details / Comments
Transport	Highways	A419 Junction Improvements	Traffic flow improvements (in addition to committed work from National Highways) along the A419 corridor west of Swindon to reduce localised congestion and improve journey time reliability for local and express bus services in particular. Junction with A420 included in A420 Junction Improvements.		City Wide		N/A - Boroughwide		TBC	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule	Project reference. EEH000429A. Swindon – Didcot – Oxford Connectivity Study
Transport	Highways	A419/A417 Strategic Travel Demand Management Pilot	*The A419 connects Swindon's M4 junction 15 to Gloucester's M5 junction 11a. It suffers from peak hour congestion resulting in journey reliability issues, including for local bus services. The route is predominantly dual carriageway, with a missing section that is single carriageway at Birdlip in Gloucestershire that contributes to localised congestion but if addressed could increase traffic on parts of the substandard sections of A419. Next steps: The A419/A417 Strategic Travel Demand Management Pilot is considering development of a strategic approach to travel demand management for the A419 corridor from J15 M4 to M5 J11a (Gloucester). This highly proactive travel demand management approach will look at the role for public transport and sustainable modes linking Swindon, Cirencester and Gloucester /Cheltenham. It is in parallel with the mobilisation of the A417 Missing Link project near Gloucester and improvement of junctions east of Swindon to reduce localised congestion and improve journey time reliability for local and express bus services in particular.The proposals are designed to complement and is additional to committed work from National Highways. This will look at the aggregate impacts and opportunities arising from new development and induced traffic, as well as the role of sustainable transport options in 'normal' conditions and in the event of unforeseen disruption events on this corridor		Sub Regional		N/A - Boroughwide		TBC	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000430A. Swindon – Didcot – Oxford Connectivity Study
Transport	Highways	A420 Junction Improvements	*Traffic flow improvements (in addition to committed work from National Highways) at the following key junctions along the A420 corridor to reduce localised congestion and improve journey time reliability for local and express bus services in particular: - Signalisation of A420/ Coxwell Road junction - New roundabout at junction of A420 / Highworth Road to facilitate new development - Improvements to the signage at the A420 / Park Road junction - Improvements to the A420 / A34 Botley Interchange and approaches - Pinch point improvements along the A420 near the A419, Watchfield, Faringdon and Appleton - Capacity improvements at Coxwell Road junction in Faringdon, including possible signalisation of new roundabout - Improvements to around Acorn Railway Bridge (including future proofing for possible four tracking of Great Western Main Line and New Railway Station to East of Swindon)		City Wide		N/A - Boroughwide		TBC	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000432A. Swindon – Didcot – Oxford Connectivity Study
Transport	Highways	Cold Harbour / Turnpike Junction Improvements	Improvements to Cold Harbour / Turnpike Junction To facilitate development at Kingsdown		Local Area		Urban Area		3340	TBC	SBC / Developer	A - Unlocking Sites	TBC	Select	TBC		£0	£106	TBC	IDP 2021.	Kingsdown Development Modelling Report Study 2014
Transport	Highways	Gable Cross Junction and Police Station access	A420 junction improvements and new access arrangements including links to mitigate growth to the east of Swindon. The development at the New Eastern Villages and existing east Swindon community are dependent on these schemes. The schemes are critical to ensure there is capacity on the transport network to enable housing and economic growth.	Under construction - Works commenced Jan '21	Strategically shared	NEV	Strategic Allocations: New Eastern Villages	Offsite	8580	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	£8,410,000		£0	Developer/S106, S278 and Local Growth Fund	TBC	NEV IDP 2021. Swindon Eastern Villages Transport Study (JMP, 2011) and subsequent design review (CH2M Hill).	The development at the New Eastern Villages and existing east Swindon community are dependent on these schemes. The schemes are critical to ensure there is capacity on the transport network to enable housing and economic growth.
Transport	Highways	Highway Capacity and Connectivity Improvements in Highworth	Reduce congestion and improve journey times and reliability, with schemes including capacity improvements at junctions along the B4019 in Highworth.		Local Area		Highworth, Blunsdon and rural north		1520	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000456A. Swindon – Didcot – Oxford Connectivity Study
Transport	Highways	Highway Capacity and Connectivity Improvements in Swindon	Reduce congestion and improve journey times and reliability, with schemes including work to address: - The Corporation Street bottleneck. - Highway improvements in the Rodbourne area. - Highway improvements along the Farnsby Street / Milton Road corridor. - Highway improvements along the Station Road / Holtbrook Way corridor. - Highway improvements along the Commercial Street / Cromby Street corridor. - New sustainable transport link between the NEV and Merlin roundabout.		City Wide		N/A - Boroughwide		TBC	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000457A. Swindon – Didcot – Oxford Connectivity Study
Transport	Highways	Highway links between development islands	The construction of highways to secure links to all the New Eastern Villages Provides essential infrastructure to connect villages that are separated by flood plain.	NEV Bridge Vision SPD adopted May 2017	Strategically shared	NEV	Strategic Allocations: New Eastern Villages	Onsite and Offsite.	8580	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	£5,758,657 (2016 cost base)		£0		TBC	NEV IDP 2021. NEV Bridge Vision SPD adopted May 2017	
Transport	Highways	Kingsdown Bridge over A419	Kingsdown Bridge over A419 to link Kingsdown allocation with the rest of the Swindon urban area. The full quantum of housing at Kingsdown is fully dependent on delivery of the link vehicle bridge over the A419 back into Swindon to ensure accessibility.		Local Area		Strategic Allocations: Kingsdown		1850	TBC	SBC / Developer	A - Unlocking Sites	2023-24	Short Term	£7,000,000		£0	£106	£7,000,000	IDP 2021. Developer	Kingsdown Development Modelling Report Study 2014
Transport	Highways	M4 J15 Improvements (incorporating A419 Improvements to Commonhead Roundabout)	M4 Junction 15 Capacity Improvement Works required for Commonhead and New Eastern Villages – including A419 improvement between M4 J15 and Commonhead Roundabout, and Commonhead Roundabout improvements All development within the Borough, but more specifically the development at Commonhead. It is a critical scheme to ensure there is capacity to support housing and economic growth.	Under Construction - Works commenced Dec '20	Strategically shared	NEV	Strategic Allocations: New Eastern Villages	Offsite	8580	TBC	National Highways	A - Unlocking Sites	TBC	Select	TBC	To be informed by the Council's final agreement in respect of the contribution arising from Commonhead development and certainty over external funding contribution.	£0	Developer/Growth & Housing Fund	TBC	NEV IDP 2021. Highways England approved Preliminary Design Swindon Transport Study (JMP, 2011).	All development within the Borough, but more specifically the development at Commonhead. It is a critical scheme to ensure there is capacity to support housing and economic growth.
Transport	Highways	Southern Connector Road (SCR)	Highway link to the strategic road network (A419) Commonhead roundabout includes key link through the NEV Lotmead Village to connect to Wanborough Road from internal highway within the New Eastern Villages development	Works commenced June '21	Strategically shared	NEV	Strategic Allocations: New Eastern Villages	Onsite and Offsite.	8580	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	£30,572,000		£0	Developer/S106/ S278 and Local Growth Fund	TBC	NEV IDP 2021. Eastern villages Southern Connector Road Feasibility Study (CH2M Hill, 2014)	The development at the New Eastern Villages and existing east Swindon community are dependent on this scheme. This scheme is critical to ensure there is capacity on the transport network to enable housing and economic growth.
Transport	Highways	Town Centre Movement Strategy Projects - A: Whalebridge Reconfiguration	The junction of Corporation Street and Princes Street with Fleming Way (Whalebridge) is a staggered four arm junction, in part signal controlled and including protected pedestrian crossings on some arms. A number of turning movements are banned for all traffic and some movements are permitted for buses only. The pattern of banned movements gives rise to U-turning, including by buses and large vehicles, at the small roundabout junction immediately to the east. The pattern of banned movements at Whalebridge also encourages the use of Spring Gardens for southbound movement, rather than Princes Street as the preferred southbound movement. Arising from the Bus Boulevard scheme (Intervention I), reconfiguration of the Whalebridge junction is being considered from the perspective of bus movement and changes are likely to form part of the associated enabling works (Intervention D). Looking beyond the Bus Boulevard project and its enabling works, we will study the Whalebridge junction to establish the scope for broader reconfiguration of the complex junction to benefit pedestrians, cyclists and general traffic as well as buses. Alignment with Objectives		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Highways	Town Centre Movement Strategy Projects - B: Rodbourne Area Action Plan	The Rodbourne Area Action Plan seeks to deal with traffic issues within the wider Rodbourne area arising primarily in association with the Outlet Centre and events at the STEAM facility. Traffic attracted to these adjacent destinations gives rise to significant congestion and onstreet parking pressures, exacerbated when major events at STEAM coincide with peak shopping activity at the Outlet Centre. The effects of congestion are most significant in Rodbourne Road itself but are not exclusive to the high street. There are a number of interrelated issues that combine to cause the problems, such as car parking and junction bottlenecks and we continue to engage with the operators of the Outlet Centre and STEAM, as well as with bus operators, to investigate longer-term solutions to this long-standing issue. In the shorter term, improvements to the junction between Rodbourne Road and the Great Western Way are being investigated to alleviate one of the most significant issues – northbound queuing in Rodbourne Road.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Highways	Town Centre Movement Strategy Projects - C: Corporation Street Bottleneck	Corporation Street connects with the Great Western Way (GWW) at Cocklebury Interchange and provides a northern gateway to the Town Centre, relying on one of the limited number of railway crossings. This makes it an important and attractive route into the central area from the GWW, albeit that the railway underpass severely restricts the capacity of the route. Alongside the railway underpass, the junctions immediately to the south of the railway – Station Road and Manchester Road – add to the bottleneck effect that causes southbound queuing that contributes to congestion on the GWW. We propose therefore to study that part of the Corporation Street corridor between the GWW and Manchester Road to assess options to relieve the existing capacity bottleneck. Whilst the railway underpass is a significant constraint, improvement is thought to be possible and options to reconfigure junctions and their signalling, to improve the capacity of north-south movement, will be the major element of this project. Improvement options will be carefully evaluated to ensure that the north-south movement across town to the A419 and the motorway is not encouraged. The scope to introduce bus priority measures and better walking and cycling facilities will be an important element of this work.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Public Transport	Town Centre Movement Strategy Projects - D: Bus Boulevard Enabling Works	The Bus Boulevard project (Intervention I) will see Fleming Way (between Milford Street and Princes Street) reconfigured to accommodate new bus stopping and interchange facilities, significantly enhancing the accessibility by bus of the Town Centre. To facilitate the scheme, general vehicle traffic will be removed from this short stretch of Fleming Way and Islington Street will be stopped up at Fleming Way. These changes to the local highway pattern and the associated rerouting of buses to access the Boulevard will change the pattern of vehicle flow, most significantly in Corporation Street, in Manchester Road West and in Milford Street. Changes to the layout of those streets and the junctions between them will enable the Boulevard scheme, by allowing the resulting diversion of traffic to be better accommodated by the network. The enabling works are likely to include localised widening of Corporation Street to accommodate three lanes of traffic along its entire length and the reconfiguration of its junctions with Fleming Way and Manchester Road. Opportunities will be taken to improve facilities for pedestrians and cyclists.	Delivered	City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Highways	Town Centre Movement Strategy Projects - E: Farnsby Street/Milton Road Corridor	Between Faringdon Road and Commercial Road, Farnsby Street and Milton Road are two relatively wide one-way streets offering significant highway capacity between them. Farnsby Street has limited frontage activity and there is no on-street parking. It provides access to town centre car parking and is an important bus corridor; it is also crossed by the Southern Flyer strategic cycle route. Milton Road has more frontages and accommodates on-street parking but is not a bus route. We will investigate options to make better use of these parallel streets by considering their combined function and capacity, with a view to making more rational use of the total streetscape that they offer between them. A scheme of rationalisation will look to retain the required highway capacity whilst using unnecessary traffic space for improved footways, cycle facilities and landscaping. Significantly, the rationalisation of these two streets will allow the junctions at either end to be simplified, removing the dominance of roadscape and improving the urban realm at the Tented Market gateway to the pedestrianised zone. Reconfiguration of the large junction onto Faringdon Road will facilitate improved connectivity across the road and into the Railway Village.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes

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Transport	Highways	Town Centre Movement Strategy Projects - F: Station Road/Holbrook Way Corridor	Similar to Intervention E, this scheme involves the potential to make better use of these parallel streets by considering their combined function and capacity, with a view to making more rational use of the total streetscape that they offer between them. A scheme of rationalisation will look to retain the required highway capacity whilst using unnecessary traffic space for improved footways, cycle facilities and landscaping. The role of this corridor for bus and taxi movement, in particular services to the railway station, will significantly influence the consideration of options, as will the role of Station Road for movement into the Railway Village and onward to the Outlet Centre. Improvement of the pedestrian experience along this route is an objective of the Heritage Action Zone. As with Interventions E and G, the corridor could be improved in isolation as one element of a wider strategy to rationalise a group of major highway corridors that serve the Town Centre and its car parks.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Highways	Town Centre Movement Strategy Projects - G: Commercial Road/Cromby Street Corridor	This scheme is the third intervention (alongside Interventions E and F) that seeks to rationalise an existing major highway corridor now comprising two parallel one-way streets. Retaining highway capacity and improving highway legibility will be a pre-requisite of any scheme, which will in parallel look for improvement in bus, taxi and cycle accessibility, walking and the urban environment more generally. The viability of frontages on Commercial Road, who rely on easy access, will not be threatened. The intervention will include reconfiguration of key junctions to retain highway capacity but with improvement to pedestrian movement and the scope for bus priority also assessed. Any scheme will reflect the very different character of the two streets.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Public Transport	Town Centre Movement Strategy Projects - H: Fleet Street Bus and Urban Realm Enhancement	The Bus Boulevard scheme (Intervention I) will improve bus interchange within the Town Centre and will necessitate some changes to service routing. Whilst not linked to the Bus Boulevard scheme, we will assess, with the bus operators and other stakeholders, the scope to introduce buses into Fleet Street, between Fleming Way and Holbrook Way. Retaining an attractive and safe pedestrian environment will be central to any proposals but initial studies indicate that a 3m corridor for buses can be accommodated without impacting on the streetscape or the safety of movement on foot. If appropriately designed, running low emission, single-deck buses through a street that will benefit most from an active frontage, will bring a degree of activity that will increase security and enhance the accessibility of the Town Centre. The scope to introduce taxi services into Fleet Street will be considered, as will the scope to lift the restriction on cycling in this part of the pedestrianised area.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Public Transport	Town Centre Movement Strategy Projects - J: RTPI and Selective Detection	The roll-out of Real Time Passenger Information displays at bus stops is being considered, pending a review of technical options and resources have not been available to move this forward. Opportunities to initiate selective detection of buses (and potentially taxis) have similarly failed to find resource to be taken forward. We propose to initiate a new multi-stakeholder working group to assess options and prepare a technical specification for a solution at key bus stops and junctions around the Town Centre. The Working Group will be tasked with identifying both the form of technology used to deliver the necessary improvements in the passenger experience and the locations where it is to be employed.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Highways	Town Centre Movement Strategy Projects - K: Improve Taxi Rank Provision	Taxis play an important and valuable role within the Borough's transport system. They offer scope for movement for a wide range of journeys, including for those who do not have access to a private car and those who choose to live without a car. A successful taxi system is central therefore to supporting car-free living in the Town Centre. Through engagement with the Taxi Forum, we propose to review the location and quality of existing taxi ranks, to ensure that locations and design remain relevant to the needs of customers and the drivers who serve them.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Highways	Town Centre Movement Strategy Projects - L: Heritage Action Zone Connectivity	The Railway Village has been granted Heritage Action Zone (HAZ) status and an associated Historic England grant to support the delivery of an Action Plan for the HAZ that will deliver a number of objectives. Amongst the identified objectives for the Railway Village is an aspiration to increase its connectivity with the rest of the Town Centre, to be achieved through signage but more significantly, through the reconfiguration of streets and junctions to better connect the Village, on foot, with the heart of the central area to the southeast. This project will focus on the Faringdon Road boundary of the Village, which is the cause of the most significant severance. Reconfiguration of the Faringdon Road junction with Milton Road will provide an enhanced gateway into the village, whilst also improving pedestrian access to the listed Health Hydro building. Other proposals include the potential widening of the Station Road northern footway, which links the Village with the railway station.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Active Modes	Town Centre Movement Strategy Projects - M: Cycle Parking Review	The attractiveness of cycling will be enhanced if at the end of journeys into the Town Centre, effective and attractive facilities for cycle parking are available. Working with the support of the Swindon Cycle Campaign, we will identify Town Centre 'gateway' locations, where demand for cycle parking will be concentrated. At those sites, cycle parking will be provided in accordance with a pre-defined specification, detailing the form of parking and associated shelter and security arrangements and electricity supply to charge electric cycles. Recognising the needs of disabled cyclists, parking facilities will make provision for adapted cycles. At gateway sites where cycle parking already exists, they will be upgraded to achieve the standards defined for new gateway sites. Retrofitting parking for adapted cycles will form part of that upgrade program.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Active Modes	Town Centre Movement Strategy Projects - O: Cross-Railway Connectivity	The elevated railway line creates a significant barrier to movement within the Town Centre. The London-Cardiff line effectively cuts the central area in two and the branch line to Gloucester further 'compartmentalises' land to the north of the railway. There are limited crossings of the railway available, for both cars and pedestrian cyclists but these are infrequent and generally of relatively poor quality. This intervention focusses on pedestrian and cycle movement across the railway and seeks to (a) improve existing pedestrian and cycle crossings and (b) investigate the scope for further crossings, with the overall objective of increasing the attractiveness of walking and cycling into the central area. Specifically we will assess the scope for improvement to the Bristol Street underpass, the Sheppard Street underpass (forming also part of the Western Flyer cycle route) and working with Network Rail, the potential for a new subway west of the railway station. The redevelopment of Swindon railway station brings with it further options to introduce a new uncontrolled crossing of the railway line, although that is a longer-term aspiration.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Active Modes	Town Centre Movement Strategy Projects - P: Manchester Road Urban Realm Enhancement	Manchester Road, between its junctions with County Road and Corporation Street, has a high-street character, with a range of retail and community outlets. As a result, there is a high level of pedestrian activity, short term informal car parking and vehicle servicing. The road is also an important and busy bus route and a significant highway corridor. This dual function, as high street and movement corridor, gives rise to tensions arising from competing demands for limited highway space. We propose to study the form and use of the street and by better understanding the available space and competing demands for that space, identify an optimum layout that best accommodates all of the functions of the street. The outcome will be an urban environment scheme that improves the environment with better surface materials and landscaping, whilst making more defined provision for servicing and parking associated with the businesses along the road. The movement function of the road will be recognised and provisions for walking, cycling and bus users will be incorporated into the scheme.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Active Modes	Town Centre Movement Strategy Projects - Q: Wood Street Urban Realm Enhancement	Wood Street is a one-way street that links High Street with Devises Road but provides no highway function other than access. The street is characterised by a mix of shop and restaurant/café uses. During the day, it offers shopping opportunities and short-term onstreet car parking supports that activity. In the evening, the street takes on a different character however, as pedestrian activity increases and taxi movement becomes a more significant element of the vehicle activity within the street. The street is also a significant urban realm asset and is used at various times for events, when it is pedestrianised for short periods. We propose to review the nature of the use of the street, with a view to improving its 'place' function. The objective will be to reconfigure the streetscape to increase its attractiveness to pedestrians, whilst retaining sufficient access function to serve the businesses that front the street. Facilitating taxi access is also an important aspect of any proposal. A range of options will be considered and consulted upon to ensure that an appropriate balance is reached between place and movement requirements of the street.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Parking	Town Centre Movement Strategy Projects - S: Strategic Capacity Assessment	The evidence gathering comprising Intervention R will inform an assessment of the future need for car parking in the Town Centre, with prediction of long and short stay parking reflecting other factors including regeneration proposals and wider changes in movement patterns. The outcome of the study will be a target number of parking spaces, with differentiation between long and short term parking and spaces for Town Centre businesses. Capacity needs for a number of future horizon years will be highlighted. Recognising the potential loss of car parking associated with other Town Centre initiatives, the study will have due regard to changes in supply linked to other interventions. Any identified excess of car parking represents an opportunity for better use of that land.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Parking	Town Centre Movement Strategy Projects - T: Improve Car Park Quality and Safety	The Town Centre now offers approximately 5,000 parking spaces in 20 public car parks, which vary considerably in their scale, their accessibility and their relative attractiveness. Whilst travel by car into the Town Centre is not encouraged, for some there will be no viable alternative and our objective is to ensure that our parking spaces are of a consistently high quality. This will not only make parking a safer and more comfortable experience but will reduce the occasions of people travelling unnecessarily long distances to reach more popular parking facilities. We will audit all of our car parks for safety, attractiveness and useability. This will identify a series of improvements, from lighting to marking, payment systems, paintwork, signing and any other aspects that will improve the experience for car park users. We will also review maintenance and security arrangements to establish the scope for improving the car park offer.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Parking	Town Centre Movement Strategy Projects - U: Enhance Accessibility	Car parking can only play an effective role in the transport system if available spaces are easy to find and easy to use. We will review the routing of traffic to car parks as a basis for refreshing direction signing, introducing real-time, variable message signing where feasible, with a view to helping drivers locate available spaces. In parallel, monitoring of occupancy will be introduced and pay-by-phone/app technology will be further exploited to support payment options that are most effective for users.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Parking	Town Centre Movement Strategy Projects - V: Increase Public Electric Vehicle Charging Point Supply	The Borough Council strongly supports the adoption of electric cars and wishes to facilitate the growth in electric car ownership by making charging infrastructure available, especially to those who might not have access to charging facilities at their home. This will involve providing electric car charging points in streets and car parks accessible to all residents. Working with power providers, we will identify locations for charging points and put in place the technology to allow those charging facilities		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Highways	Town Centre Movement Strategy Projects - W: Event Management Plans	The Retail Outlet Village at Rodbourne and the adjacent STEAM museum/event facility operate independently and during normal operation are the source of significant vehicle movements. At times of peak activity, such as shopping peaks or major events, vehicle activity increases and with it, associated congestion across a wide part of the highway network. When peaks in activity at the two establishments coincide, the impacts on the operation of the highway are particularly significant. We will work with the management of both the Outlet Centre and the STEAM facility to develop one or more Event Management Plans that set out a program of actions to be implemented to manage movement to and from the area at times of peak demand. The Plans, once agreed by all parties, will provide a working document that sets out procedures to be initiated at particular times. The Plans will include measures such as improved public transport, localised traffic management measures and special parking charges but also other initiatives to manage the impacts of visitor traffic.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes

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Transport	Highways	Town Centre Movement Strategy Projects - X: Urban Traffic Management & Control (UTMC)	The Great Western Way (GWW) forms the most significant Town Centre bypass and that critical function needs to be safeguarded and as far as possible strengthen. To do so, management of the corridor is necessary, alongside physical improvements at individual junctions (Intervention Y). Similar to the 'managed motorway' initiatives now being rolled out by Highways England, a UTMC system will allow strategic control of traffic signals and signing along the GWW corridor. Monitoring equipment will allow decisions about signal timings to be made in direct response to changing traffic patterns, allowing queues to be better managed for the benefit of the operation of the corridor as a whole. Real-time flow and congestion information will be used to inform route signing, highlighting diversions when incidents occur.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Highways	Town Centre Movement Strategy Projects - Y: Localised Capacity Improvements Control (UTMC)	The ability of the Great Western Way to carry strategic traffic around the town centre is hampered by congestion at a number of junctions, particularly the Mead Way, Bruce Street and Transfer Bridges junctions. Without improvement to these junctions, there will continue to be pressure on movement through the central area. Improvement options at a number of junctions around the Great Western Way corridor have been investigated in the past in the context of development schemes. In order to reinforce the role of the Great Western Way as a significant element of the Borough's highway network, a broader assessment of improvement options, offering long-term capacity benefits, will be undertaken by the Council. The objective will be to identify and implement improvements aimed at reducing queues and delays at the three bottlenecks. Improvements will address not just increased vehicle traffic capacity but will also consider the ease of movement around and across the junctions on foot and by bicycle. Where appropriate, the scope to incorporate bus priority measures will be considered.		City Wide		Swindon's Central Area	Offsite	5300	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	TBC		£0	TBC	TBC	IDP 2021. / Town Centre Movement Strategy 2020	To support residential, business and leisure development in the town centre and encouraging sustainable transport modes
Transport	Highways	West of A419 Highway Works - Greenbridge Roundabout	Junction improvements to mitigate growth to the east of Swindon including works at Greenbridge Roundabouts.	Greenbridge Roundabout Improvements completed Jan 2018	Strategically shared	NEV	Strategic Allocations: New Eastern Villages	Offsite	8580	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	£5,380,000		£0	Developer/S106/S278 and Local Growth Fund	TBC	NEV IDP 2021. Mitigation West of A419 and Apportionment of NEV Impact (CH2M Hill, 2014)	The development at the New Eastern Villages and existing east Swindon community are dependent on this package. The schemes are critical to ensure there is capacity on the transport network to enable housing and economic growth.
Transport	Highways	West of A419 Highway Works - Nythe Road Junction and Piccadilly Circus	Junction improvements to mitigate growth to the east of Swindon including works at Oxford Road, Nythe and Piccadilly.	Under construction - Nythe Road and Piccadilly. Works commenced February '21	Strategically shared	NEV	Strategic Allocations: New Eastern Villages	Offsite	8580	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	£4,800,000		£0	Developer/S106/S278 and Local Growth Fund	TBC	NEV IDP 2021. Mitigation West of A419 and Apportionment of NEV Impact (CH2M Hill, 2014)	The development at the New Eastern Villages and existing east Swindon community are dependent on this package. The schemes are critical to ensure there is capacity on the transport network to enable housing and economic growth.
Transport	Highways	White Hart Junction	Delivery of a high quality junction improvement to increase capacity and improve public realm	Works commenced late Oct'19	Local Area	NEV	Strategic Allocations: New Eastern Villages	Offsite	8580	TBC	Swindon Borough Council	A - Unlocking Sites	TBC	Select	£30,100,000		£0	Developer/S106, S278 and Local Growth Fund	TBC	NEV IDP 2021. Swindon Eastern Villages Transport Study (JMP, 2011), and subsequent design review (CH2M Hill).	The development at the New Eastern Villages and existing east Swindon community are dependent on this scheme. This scheme is critical to ensure there is capacity on the transport network to enable housing and economic growth.
Transport	Public Transport	A420 Bus Priority Measures	*Measures between Swindon and Oxford to reduce bus journey times, improve reliability and facilitate the introduction of new express bus services, including: - Upgrades to all stops services by existing S6 service between Oxford and Swindon - Bus priority between Cumnor and Oxford - Bus priority at Coxwell Road junction south of Faringdon - Bus priority at Whitney Road roundabout in Kingston Bagpuize - Cumnor Interchange in Botley (e.g., mode filter on Cumnor Hill and / or road space reassignment on Cumnor Hill Bypass) - Bus priority at Charney Road junction near Southmoor		Sub Regional		N/A - Boroughwide	TBC	TBC	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000431A. Swindon – Didcot – Oxford Connectivity Study
Transport	Public Transport	A420 Mobility Hubs	*Reduce car dependency and alleviate congestion on and around the A420 corridor through a series of mobility hubs to encourage use of more sustainable modes such as public transport (particularly to integrate with improved S6 bus service), cycling, and/or micro mobility for all or part of journeys. Sites will include electric vehicle charging with the scale and mix of modes determined by the needs of each of the following five locations: - Bessels Leigh or Kingston Bagpuize - Southmoor with potential locations including Charney Bassett Turn - On A420 south of Faringdon with potential locations including Coxwell Road - Shrivenhams with potential locations including Highworth Road or Pennyhooks Lane - Watchfield		City Wide		N/A - Boroughwide	TBC	TBC	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000434A. Swindon – Didcot – Oxford Connectivity Study
Transport	Public Transport	Bus Improvements to S6 Service (Oxford to Swindon via Faringdon)	Travel time and frequency improvements to service that currently serves Oxford, Bessels Leigh, Southmoor, Buckland, Faringdon (3min stop), Watchfield, Shrivenhams, Stratton Park and Swindon enabled by bus priority and road safety improvements on A420. Assumed to include improved Inter-Urban Bus Frequency, integration with existing and proposed mobility hubs, with additional vehicles and drivers to provide extended operating hours based on minimum 15 minute frequency throughout the day (currently only 15min at peak times) and increased availability of bus services in early morning, late evenings and at weekends. Could also include introduction of express services making no or fewer stops, and possibly not leaving the A420.		Sub Regional		N/A - Boroughwide	TBC	TBC	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000435A. Swindon – Didcot – Oxford Connectivity Study
Transport	Public Transport	Installation of up to 10 bus lanes through junctions in 24-hour operation	These include: • Mannington Roundabout, Wootton Bassett Road. Consideration will be given to the reintroduction of the bus lane along Wootton Bassett Road, inbound from Swindon. Similarly, outbound traffic could benefit from the introduction of a bus lane from Penzance Drive to Mannington Roundabout along Wootton Bassett Road. • A420 in and out of Swindon. It would be beneficial to explore the possibility of widening the road to incorporate a dedicated bus lane in both directions leading to and from A419 junction. By doing so, it is expected to mitigate the congestion issue, particularly during peak hours. This would greatly increase bus journey times. This will support the New Eastern Villages Housing Development. • Tadpole Lane. To widen the road, especially on the S bend as it is causing delays and accidents. Consider allocating some bus stops along this road as currently there are none and passengers have to walk miles to get to a bus stop.		City Wide		N/A - Boroughwide	TBC	TBC	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	Bus Service Improvement Plan - delivery plan 2025-26	
Transport	Public Transport	Bus Rapid Transit in Swindon	New bus rapid transit system building on and incorporating existing services in Swindon to capitalise on proposed bus priority measures with additional vehicles and drivers to provide high frequency bus system in and around Swindon connecting key employment areas, city edge sites and proposed / existing mobility hubs.		City Wide		N/A - Boroughwide	TBC	TBC	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000438A. Swindon – Didcot – Oxford Connectivity Study
Transport	Public Transport	Bus Service Provision	For investment in bus service delivery to support and encourage sustainable transport modal shift at the New Eastern Villages. Development at the New Eastern Villages will benefit and it is crucial to achieve modal shift at the NEV. It will ease movement and encourage sustainable modes between the New Eastern Villages and the Swindon Central Area. The costs associated with this item reflect a pro-rata cost attribution against comparative Bus: Driver mode shares	Detailed options for routes and highway infrastructure including costings have been undertaken.	Strategically shared	NEV	Strategic Allocations: New Eastern Villages	Onsite and Offsite.	8580	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	£6,000,000 (2016 cost base)		£0	Developer/S106, S278	TBC	NEV IDP 2021. Swindon Rapid Transit Proposals - Eastern Villages (CH2M Hill, 2014)	
Transport	Public Transport	Enhanced network coverage - DRT	A core bus network will be agreed with local bus operators. Buses on the core network will operate at least half hourly with an expectation for frequency to be, or rise to, four-six buses per hour. Infrastructure will be concentrated on then improving the core bus network in order to establish real quality bus corridors. Bus services that do not meet the criteria of operating at least two buses per hour will be withdrawn and replaced by Demand Responsive Transport (DRT). The DRT service will concentrate on how quickly bookings can be fulfilled within a suitable timeframe, which reflects bookings outside peak periods within the town or in rural areas. Those areas of the Borough not served by bus will be served by DRT, which will connect to bus services where possible, and transport hubs will be created in key parts of the borough to enable interchange between DRT, cycle, car and walking. This will increase the connectivity of these areas and improve accessibility of the network. An orbital bus route incorporating existing bus services or revisions of them will continue to be created, either as one main orbital route connecting into different parts of the Borough or as East and West Arcs. SBC and the EP Board have already discussed this proposal and shared ideas of how this could best be achieved. Travelling by bus from new developments to the Town Centre or Rail Station must be fast and frequent and journey times need to be improved upon to attract new passengers. All new developments business or residential, must have a clear plan of how they can be integrated into the core bus network and ideally built along existing bus routes. Improvements to existing bus network including evening services to increase access to local leisure and retail facilities. Improve bus service access to Outlet Village, STEAM Museum and National Trust. New Sunday service to link Swindon with out of borough Cotswolds towns to encourage a leisure network which internally will include a service to Barbury in the south. New bus services to serve employment areas taking account of worker shift patterns. New bus services to transport non-entitled school children where demand from local schools warrants this. Late evening 'home hoppa' hub type evening bus service which would penetrate town centre to collect passengers using evening bus stop at Fleet Street or other leisure establishments and then call at bus station and take passengers home instead of the conventional bus journey or act as a shuttle between town centre, the Old Town area and the bus station. Ensure a pub or restaurant on a bus route has a bus stop to help make evening travel safe and sustainable. On street town centre support officers will be employed to provide information and supervision support for the evening economy.		City Wide		N/A - Boroughwide	Offsite	TBC	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	Bus Service Improvement Plan - delivery plan 2025-26	
Transport	Public Transport	Enhanced network coverage - orbital bus service	An orbital bus route incorporating existing bus services or revisions of them will continue to be created, either as one main orbital route connecting into different parts of the Borough or as East and West Arcs. SBC and the EP Board have already discussed this proposal and shared ideas of how this could best be achieved.		City Wide		N/A - Boroughwide	Offsite	TBC	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	Bus Service Improvement Plan - delivery plan 2025-26	
Transport	Public Transport	Enhanced network coverage - other enhancements	Improvements to existing bus network including evening services to increase access to local leisure and retail facilities. Improve bus service access to Outlet Village, STEAM Museum and National Trust. New Sunday service to link Swindon with out of borough Cotswolds towns to encourage a leisure network which internally will include a service to Barbury in the south. New bus services to serve employment areas taking account of worker shift patterns. New bus services to transport non-entitled school children where demand from local schools warrants this. Late evening 'home hoppa' hub type evening bus service which would penetrate town centre to collect passengers using evening bus stop at Fleet Street or other leisure establishments and then call at bus station and take passengers home instead of the conventional bus journey or act as a shuttle between town centre, the Old Town area and the bus station. Ensure a pub or restaurant on a bus route has a bus stop to help make evening travel safe and sustainable. On street town centre support officers will be employed to provide information and supervision support for the evening economy.		City Wide		N/A - Boroughwide	Offsite	TBC	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	Bus Service Improvement Plan - delivery plan 2025-26	
Transport	Public Transport	Expansion and development of car club schemes in urban and rural locations	Access to transport provided to rural and other areas not suitable for regular bus or rail services, with schemes including car club provision on all new developments exceeding 100 dwellings.		City Wide		N/A - Boroughwide		TBC	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000448A. Swindon – Didcot – Oxford Connectivity Study
Transport	Public Transport	Fleming Way Bus Boulevard	New Bus Exchange for Town Centre to replace ageing Bus Station and clear site for Kimmerfields. It will support regeneration, access and growth within the Town Centre. It is an important scheme to improve the current transport infrastructure within the Town Centre for both current and future housing and employment development identified within the Plan.	Nearing completion - due to open by September 2025	Local Area		Swindon's Central Area		5300	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	2022	Short Term	£33,000,000		£0	In place	TBC	IDP 2021. Project initiation	Central Area Action Plan (2009)

Infrastructure Type	Infrastructure Sub-Type	Project Name	Project Description	Project Status	Project Scale (Sub Regional / City Wide / Local Area)	Location	SBC IDP Sub Area (where applicable)	Project On Site or Off Site	Associated Homes	Associated Jobs	Relevant Delivery Parties	IDP Prioritisation Category	Delivery Timing Details	IDP Phase Short - 2025-2030 Medium - 2030-2040 Longer Term - 2040+	Project Costs (£)	Cost Notes	Secured Funding (£)	Potential Funding Sources	Funding Gap	Project Source	Other Project Details / Comments
Transport	Public Transport	Great Stall Bridge	New link across A419 to facilitate public transport, walking and cycling to integrate with the new District Centre with the existing communities in East Swindon. The development at the New Eastern Villages and existing east Swindon community are dependent on this scheme. This scheme is critical to ensure there is capacity on the transport network to enable housing and economic growth.	Not started. Outline preliminary designs for scheme have been undertaken.	Strategically shared	NEV	Strategic Allocations: New Eastern Villages	Onsite and Offsite.	8580	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	£15,334,000	(2016 base cost)	£0	Developer/S106, S278 and Local Growth Fund	TBC	NEV IDP 2021. Swindon Eastern Villages Transport Study (JMP, 2011), and subsequent design review (CH2M Hill).	
Transport	Public Transport	M4 Junction 16 at Wichelstowe mobility hub	*The Wichelstowe housing development is a joint venture between Swindon Borough Council, Barratt Homes and David Wilson Homes. It will deliver 4,500 new homes, alongside community facilities, to the south of the town and north of the M4. A mobility hub would support the council's ambitions for Wichelstowe to be an exemplar for sustainable housing growth. Next steps: Oxfordshire County Council and Swindon Borough Council are undertaking studies to understand opportunities for mobility hubs. Their work will be supported by England's Economic Heartland, which is developing a regional investment prospectus for mobility hubs. It has already developed a tool for identifying potential locations, and guidance for writing mobility hub business cases		Local Area		Urban Area		3340	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000716. Economic narratives brochure
Transport	Public Transport	New Mobility Hubs serving Swindon	Reduce car dependency and alleviate congestion within Swindon urban area through additional mobility hubs to encourage use of more sustainable modes such as public transport, cycling, and or micro mobility for all or part of journeys. Sites will include electric vehicle charging with the scale and mix of modes determined by the needs of each of the following four locations: - Orbital Shopping Park Mobility Hub - Great Western Hospital Mobility Hub or M4 Junction 15 (Marlborough Road) Mobility Hub - Old Town Mobility Hub - Swindon West (M4 Junction 16) Mobility Hub		City Wide		N/A - Boroughwide		TBC	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000468A. Swindon – Didcot – Oxford Connectivity Study
Transport	Public Transport	Park & Ride at the NEV	1000 space, 3 ha. Park & Ride at the New Eastern Villages excl. land acquisition. Development at New Eastern Villages would benefit and it is crucial to achieve modal shift at the NEV. It will ease movement and encourage sustainable modes between Eastern Villages and the Swindon Central Area.	On-going	Strategically shared	NEV	Strategic Allocations: New Eastern Villages	Onsite and Offsite.	8580	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	£5,077,000	(2016 cost base)	£0	Developer/S106 and S278	TBC	NEV IDP 2021. Technical Note on Triangle Site Park and Ride Site Concept Design (Halcrow, 2008)	
Transport	Public Transport	Quality Bus Corridor	Sustainable transport links that integrate with the existing urban area. Development at the New Eastern Villages will benefit and it is crucial to achieve modal shift at the NEV. It will ease movement and encourage sustainable modes between Eastern Villages and the Swindon Central Area.	Detailed options for routes and highway infrastructure including costings have been undertaken.	Strategically shared	NEV	Strategic Allocations: New Eastern Villages	Onsite and Offsite.	8580	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	£3,695,000	(2016 cost base)	£0	Developer/S106 and S278	TBC	NEV IDP 2021. Swindon Rapid Transit Proposals - Eastern Villages (CH2Hill, 2014)	
Transport	Public Transport	Swindon Buses - electrification of the fleet	There is a need to provide infrastructure which will enable upgrades to the vehicle fleet which improves the user experience while supporting the shift to net zero – namely electric bus and logistic fleet charging capability. This is the missing piece of the infrastructure jigsaw which has so far prohibited grant fund applications being made. Achieving this early in relation to development in Swindon, maximises benefits to be gained from existing and planned investment. Next steps: The need for charging infrastructure is a key theme in the Swindon Bus Strategy (Bus Service Improvement Plan – BSIP). A full scoping exercise is recommended. The significance of Swindon in terms of logistics and the regional economy requires the town to be planning for capability for business to make the transition for logistical fleet as well as bus		City Wide		N/A - Boroughwide		TBC	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000715. Economic narratives brochure
Transport	Public Transport	Swindon Connecting New Communities projects	Based on a successful engagement model piloted in Gloucestershire, the Connecting New Communities package will look at creative ways to influence travel choice for new residents to Swindon, building on the residential and workplace travel plans secured voluntarily and through the planning process. The model will look at ways to embed transport and access issues into conversations with new residents through events and other outreach activities, working in partnership with bus and rail operators, cycling and walking groups, community groups, public health and other local authority functions. This will ensure that access needs of these new communities are properly captured, understood and acted upon as new bus services and connections are delivered. The package will also dovetail with the Swindon Travel Choices programme.		City Wide		N/A - Boroughwide		TBC	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000442A. Swindon – Didcot – Oxford Connectivity Study
Transport	Public Transport	Bus service provision - Highworth, Blunsdon and Rural North sub area	Connections to MK wide public transport infrastructure, capacity increases and on-site routes and stops associated with new Development. Specifics of project requirements to be developed as sites are assessed in more detail prior to Reg 19 local plan. Public transport projects could include making improvements to bus service provision to link new developments with key trip attractors as transport hubs. In the Highworth, Blunsdon and Rural North sub area, improvements could include fast, frequent bus routes extending out of Swindon which can offer competitive journey times when compared to the car (e.g. limited stop express services), upgrade of bus stop facilities and potential new Mobility Hubs.	Theoretical Project based on Reg18 Growth Figures	Local Area		Highworth, Blunsdon and rural north	Offsite	1520	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures	
Transport	Public Transport	Bus service provision - Wroughton and Rural South	Connections to MK wide public transport infrastructure, capacity increases and on-site routes and stops associated with new Development. Specifics of project requirements to be developed as sites are assessed in more detail prior to Reg 19 local plan. Public transport projects could include making improvements to bus service provision to link new developments with key trip attractors as transport hubs. In the Wroughton and Rural South sub area, improvements could include fast, frequent bus routes extending out of Swindon which can offer competitive journey times when compared to the car (e.g. limited stop express services), upgrade of bus stop facilities and potential new Mobility Hubs.	Theoretical Project based on Reg18 Growth Figures	Local Area		Wroughton and rural south west	Offsite	1230	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures	
Transport	Public Transport	West Wichel Park & Ride	Provision of 1000 space Park and Ride site at West Wichel (excl. land acquisition)		City Wide		Strategic Allocations: Wichelstowe		3320	TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	2026	Short Term	£4,527,000	TBC	£0	Developer/S106	£4,527,000	IDP 2021. Technical Note on Triangle Site Park and Ride Site Concept Design (Halcrow, 2008)	WSP Swindon Transport Strategy (2009)
Transport	Public Transport	Installation of up to 10 bus lanes through junctions in 24-hour operation	These include: • Mannington Roundabout, Wootton Bassett Road. Consideration will be given to the reintroduction of the bus lane along Wootton Bassett Road, inbound from Swindon. Similarly, outbound traffic could benefit from the introduction of a bus lane from Penzance Drive to Mannington Roundabout along Wootton Bassett Road. • A420 in and out of Swindon. It would be beneficial to explore the possibility of widening the road to incorporate a dedicated bus lane in both directions leading to and from A419 junction. By doing so, it is expected to mitigate the congestion issue, particularly during peak hours. This would greatly increase bus journey times. This will support the New Eastern Villages Housing Development. • Tadpole Lane. To widen the road, especially on the S bend as it is causing delays and accidents. Consider allocating some bus stops along this road as currently there are none and passengers have to walk miles to get to a bus stop.		City Wide		N/A - Boroughwide			TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	Bus Service Improvement Plan - delivery plan 2025-26	
Transport	Public Transport	10 bus gates and a minimum of 7 traffic signal prioritisation for buses to be installed on key corridors (specific locations subject to LPR/LTP modelling outcomes). This will increase the reliability and journey times of the core network.	Ocotail Way / Shrivenhams Road. Traffic signal improvements could be provided here as it would aid buses either turning right out of Ocotail Way or turning left into 37 Ocotail Way. This is used regularly by Stagecoach Service 7 which would help maintain timings on route given its route through from Highworth via South Marston Industrial Estate to Swindon. • Princes Street / Gordon Street. Traffic signal improvements here could aid buses heading north bound along Princes Street. • Station Road / Whitehouse Road. Traffic signal improvements here could aid buses coming under the railway bridge heading into town. There are queues here so there are some potential benefits if this is put in place and would also assist a cross-town bus service. • Greenbridge roundabout. Traffic signal improvements here would aid buses heading from Swindon Road around Greenbridge roundabout into Greenbridge retail park. This is quite stop/start at the moment as the traffic signal linking strategy for the roundabout doesn't cater for this movement as it's a low traffic movement. The exit into Greenbridge retail park is normally clear so there are no issues with exit blocking. • Drove Road / Groundwell Road. Improvements to bus priority could be placed here as buses are coming to and from Groundwell Rd into Drove Rd. • Queens Drive / New College. Priority here for the Upham road approach for buses exiting onto Queens Drive would be ideal here. • Traffic light junction at Wootton Bassett Road and Redpost Drive. There has been a recent increase in right turns from Mannington arising from the southern development. This increase has resulted in traffic backing up to Mannington Junction during peak periods. So there is a need to reduce this traffic pressure as it impacts on the bus network. • Badbury Park and Great Western Hospital Link. The new housing development of Badbury Park is located next to GWH but without direct access. A bus gate that links the two will provide faster access for residence to health services.		City Wide		N/A - Boroughwide			TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	Bus Service Improvement Plan - delivery plan 2025-26	
Transport	Public Transport	Future bus gates and traffic signals to be explored	Additional areas to be explored: • Coate Roundabout • Queens Drive/Frobisher Drive • Swindon Rd/Pipers Way • Penzance Drive • Great Western Way/Paddington Drive • Cricklade Road corido		City Wide		N/A - Boroughwide			TBC	Swindon Borough Council / Bus Operators	A - Unlocking Sites	TBC	Select	TBC		£0		TBC	Bus Service Improvement Plan - delivery plan 2025-26	
Transport	Rail	Delivering the Swindon Knowledge Central Station upgrade	Network Rail is working with partners on a major regeneration scheme called 'Swindon Knowledge Central', which would deliver a new knowledge-based hub of national significance around Swindon Station. The station would be upgraded alongside the development of the adjoining 100 acres of brownfield land. A thousand new homes and the opportunity for 5,000 new jobs would be created, making the development one of the largest new regeneration projects in the UK. The redeveloped station would act as a catalyst for growth, playing a major role in delivering Swindon's high-tech revolution. Delivering Swindon's Knowledge Central unlocks an opportunity to enable an integrated public transport network with reach beyond the Borough. This gains better value for money from capital investment in the development around the station and the new bus interchange (opening 2025 – see boxout), while the proximity and visible investment in attractive, multipurpose space for connectivity supports modal shift. These well-connected, sustainable, resilient public transport opportunities would help deliver accessibility and reduce carbon footprints for local and regional journeys. Next steps: A Strategic Board has been established. A detailed masterplan and delivery plan will follow		Sub Regional		Swindon's Central Area		5300	TBC	Network Rail	C - Policy Priority	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000714. Economic narratives brochure
Transport	Rail	Extension of Birmingham/Banbury Services beyond Oxford to/from Swindon and Bristol	Additional train services through extension of 11ph service from Birmingham/Banbury beyond Oxford to Swindon (or Bristol) if sufficient capacity on Great Western Main Line, enabled by Cherwell Valley Line additional capacity and electrification.		Sub Regional		N/A - Boroughwide		TBC	TBC	Network Rail / Great Western Railway	C - Policy Priority	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000451A. Swindon – Didcot – Oxford Connectivity Study
Transport	Rail	New Railway Station East of Swindon (Parkway)	Congestion in Swindon, on A420 and other local roads from planned housing development avoided through provision of a new local two platform parkway railway station as an additional stop on the Great Western Main Line, with scheme elements including integration with new mobility hub facility, active travel links (including and beyond New Eastern Villages Development), and possible increase from two tracks to avoid conflict with long distance services.		City Wide		Urban Area		3340	TBC	Network Rail / Great Western Railway	C - Policy Priority	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000466A. Swindon – Didcot – Oxford Connectivity Study

Infrastructure Type	Infrastructure Sub-Type	Project Name	Project Description	Project Status	Project Scale (Sub Regional / City Wide / Local Area)	Location	SBC IDP Sub Area (where applicable)	Project On Site or Off Site	Associated Homes	Associated Jobs	Relevant Delivery Parties	IDP Prioritisation Category	Delivery Timing Details	IDP Phase Short - 2025-2030 Medium - 2030-2040 Longer Term - 2040+	Project Costs (£)	Cost Notes	Secured Funding (£)	Potential Funding Sources	Funding Gap	Project Source	Other Project Details / Comments		
Transport	Rail	Rail services to Bristol and new stations along the Great Western Mainline (Oxford to Bristol service via Swindon)	*The reinstatement of the Oxford to Bristol service via Swindon would create an important connection between Oxford, Swindon, Bath and Bristol – also providing a direct service between Swindon and Oxford without the need to change at Didcot. Reducing journey times by around 30%, this service would offer a real, competitive alternative to the car, unlocking economic and leisure opportunities along a corridor which is home to some of the UK's most successful economies, innovation clusters and universities. It is proposed that the service would initially be hourly and in the short-term would serve the stations of Oxford, Swindon, Bath and Bristol Temple Meads. With the provision of redeployed rolling stock, services could be operating within the next few years.This would complement the opening of East West Rail from Oxford to Milton Keynes, allowing interchange at Oxford for onward connections. Indeed, a key priority for EEH is the realisation of an East West Main Line, using East West Rail between Oxford and Cambridge to enable a direct coast-to-coast service from Ipswich and Norwich all the way through to Swindon, Bristol and South Wales. This ambition is also shared by Transport East and Western Gateway STB which sit with EEH on the East West Main Line Partnership. The opening of the services from Oxford to Bristol would mark a very important milestone towards this ambition. A trial service is due to run during late 2024. There is also a need for improvements to the Great Western Main Line and Cherwell Valley Line, including full electrification, especially between Didcot and Oxford; and the extension of intercity and regional rail services for both freight and passengers. New stations along the Great Western Main Line are proposed to support planned sustainable housing growth in Oxford at Wantage and Grove, East Swindon and Royal Wotton Bassett in Wiltshire. To fully realise the benefits of these new stations, additional infrastructure to enhance capacity, including additional tracks between Wantage/Grove and Swindon, will be required.Next steps: EEH, East West Main Line Partnership and its partners will support securing funding for Bristol Oxford direct hourly service as stage one of enhanced direct connections. This includes developing the business case for subsequent improvements including additional services and new stations.		Sub Regional		N/A - Boroughwide		TBC	TBC	Network Rail / Great Western Railway	C - Policy Priority	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000452A. Swindon – Didcot – Oxford Connectivity Study		
Transport	Rail	Station Travel Plans and Access Strategies	Refresh of the Swindon Station Travel Plan working in close collaboration with GWR, Network Rail and other partners with a focus on reinforcing the role of the station as a mobility hub. This will look at the station masterplan, its surrounding catchment, walking and cycling connectivity, missing links, waymarking, and integration with bus, taxi and public transport. This will also look at the role of last mile information, inclusive mapping and travel choice information to promote rail. Consideration of suppressed rail passenger markets and the opportunities to improve direct accessibility to the station (including from new developments) will be an integral part of this approach. The relationship with Swindon's Fleming Way scheme (bus boulevard) will also be covered.		City Wide		Swindon's Central Area	5300	TBC	TBC	Network Rail / Great Western Railway	C - Policy Priority	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000486A. Swindon – Didcot – Oxford Connectivity Study		
Transport	Rail	Strategic Rail Objective GWP2 - strategic multi-transport interchange at Oxford and Swindon	Provide an aligned strategic multi-transport interchange at Oxford and Swindon enabling enhanced connectivity across the area.		Sub Regional		N/A - Boroughwide		TBC	TBC	Network Rail / Great Western Railway	C - Policy Priority	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000340A. EEH Rail objectives work, July 2023. https://eeh-prod-media.s3.amazonaws.com/documents/Agenda_Item_4_Annex_2_Strategic_Rail_Objectives_Report_14_July_2023.pdf		
Transport	Rail	Strategic Rail Objective GWP5 - Swindon station as a Gateway to the west	Improve connectivity for local people between Oxfordshire, the Cotswolds and the South, Southwest, and South Wales, recognising Swindon station as a Gateway to the west enabling improved journeys to and from the region		Sub Regional		N/A - Boroughwide		TBC	TBC	Network Rail / Great Western Railway	C - Policy Priority	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000343A. EEH Rail objectives work, July 2023. https://eeh-prod-media.s3.amazonaws.com/documents/Agenda_Item_4_Annex_2_Strategic_Rail_Objectives_Report_14_July_2023.pdf		
Transport	Rail	Swindon/Didcot Oxford Bicester/ Banbury rail corridor	Swindon / Didcot / Oxford / Bicester / Banbury rail corridor. Forms part of the Southampton / Oxford / West Midlands corridor. Accommodates longer distance movements. The Evidence Base is informed by a 'Passenger Rail Study', which included a baseline assessment of the Heartland's rail network and levels of service to help identify where strategic connectivity gaps exist.		Sub Regional		N/A - Boroughwide		TBC	TBC	Network Rail / Great Western Railway	C - Policy Priority	TBC	Select	TBC		£0		TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000001A. Submitted by England's Economic Heartland based on: EEH Transport Strategy: Connecting People, Transforming Journeys (February 2021)		
Transport	Active Modes	Highworth Sustainable Transport Network	Enhancements to the current and future walking, cycling and public transport network – including enhancing connectivity to Swindon		Local Area		Highworth, Blunsdon and rural north	1520	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	TBC	Select	TBC		£0	£106		TBC	IDP 2021.		
Transport	Active Modes	LCWIP 1. Town Centre - Bridge Street	Whilst it is short in length, Bridge Street forms a critical link to join proposals identified for Station Road and Holbrook Way (as part of the Fleming Way Bus Boulevard scheme). There is an opportunity to enhanced provision further on Bridge Street, to the south of the junction with Holbrook Way, subject to the future use of Fleet Street. The existing arrangement on Bridge Street needs to be reviewed to reflect current guidance, with scope to rationalise signage. Feasibility could also be undertaken to reduce the width of the carriageway on Bridge Street to provide further capacity for off-road provision. This proposal would enhance an existing segregated footwaycycle path facility on the eastern side of Bridge Street. There is also scope for further way-marking signs.	Planned - not yet implemented	City Wide		Swindon's Central Area	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	<£0.5 million	2022 Costs		£0	TBC		TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 2. Station Road and Manchester Road Corridors	The London Street – Sheppard Street – Station Road corridor forms part of the Swindon town centre one-way system, currently operating as a two-lane carriageway for east-bound traffic. The existing arrangements lack specific cycling infrastructure and the introduction of formal facilities for cyclists, both with-flow and contra-flow, could reduce this to a one lane carriageway in sections. A variety of options will be investigated to enable the introduction of a segregated two way off road cycle lane. A combination of realignment of footways, utilising existing crossing facilities and traffic calming measures may be possible. Manchester Road is a two-way 30mph highway and provides a principal link in the town centre network, serving a densely populated residential district, high-street shops and intensive bus movements. This generates complex movements with pedestrian footfall, short-term informal car parking and deliveries. The options being proposed in the Town Centre Movement Strategy would consider the form and use of this street and by better understanding the available space and competing demands for that space, identify an optimum layout that best accommodates all of the functions of the street	Planned - not yet implemented	City Wide		Swindon's Central Area	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	£0.5 - £2 million	2022 Costs		£0	TBC		TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 3. Town Centre – Faringdon Road/ Farnsby Street/ Emlyn Square/ Milton Road Junction	This scheme focuses on Faringdon Road, a principal vehicular route on the western side of Swindon town centre. The package of measure seeks to improve the north-south connectivity across Faringdon Road for cyclists and pedestrians, particularly at its junctions with Farnsby Street and Milton Road. This would complement enhancements to formal cycle facilities identified in this part of the town centre, in particular the Station Road corridor. Such measures could require reallocation of road space to active travel modes such as cycle lanes and the rephasing of the existing signal arrangements.	Planned - not yet implemented	City Wide		Swindon's Central Area	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	£0.5 - £2 million	2022 Costs		£0	TBC		TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 4. Highworth to South Marston Industrial Estate	Currently the areas are linked by the A361, a hostile 60mph road, which carries a high volume of HGVs and a high-frequency bus service. The Highworth Road Connect 2 Project was completed in 2013, through a partnership with SBC and Sustrans and through funding from the Big Lottery Grant. This created a shared use path alongside the A361 Highworth Road and provides a traffic free link from South Marston Business Park from the wider Swindon urban area network. The highest priority and the most costly to implement would be a segregated cycle route for commuter journeys that follows as close to the A361 corridor as possible, but is segregated from vehicles. There is limited land availability within the highway boundaries to achieve this level of infrastructure. There are alternative options to establish further infrastructure to link Highworth with Swindon. This area connects into new development at Catsbrain Farm (off the A361), further enhancements to Kingsdown Lane, a restricted byway, which will provide a more direct link from Blunsdon to the Industrial Estate. In Swindon's Local Plan, small pockets of land are identified for development, and contributions will be secured towards building this cycle network.	Planned - not yet implemented	City Wide		Highworth, Blunsdon and rural north	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	£2- 5 million	2022 Costs		£0	TBC		TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 5. Highworth Leisure cycling routes	There are large areas of green space to the south of the town that would make attractive leisure routes for cycling and walking. A selection of potential corridors were identified, although these routes need to be formally audited.	Planned - not yet implemented	City Wide		Highworth, Blunsdon and rural north	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Medium Term	£2 - 5 million	2022 Costs		£0	TBC		TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 6. Moonrakers Cycle Bypass	This proposal seeks to identify an alternative routing using the local side road network avoiding Cricklade Road, with particular focus on the section covering Moonrakers junction itself. Cricklade Road is the principal highway corridor linking north Swindon and the town centre.	Planned - not yet implemented	City Wide		Urban Area	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	<£0.5 million	2022 Costs		£0	TBC		TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 7. Whitehill Way – Windmill Hill Business Park to Mead Way	Windmill Hill Business Park is a major employment hub in South West Swindon. Existing cycle routes within West Swindon are often incomplete and do not link consistently to the wider network. The preferred route and desire line currently has no cycle provision, which means using the road with all other vehicles. There are wide and plentiful verges available for delivery of appropriate walking and cycling infrastructure.	Planned - not yet implemented	City Wide		Urban Area	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Medium Term	£2 - 5 million	2022 Costs		£0	TBC		TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 8. Northern Route – Great Western Way (Route 45) to Orbital District Centre	The Northern Flyer is the only missing major primary route from the Town Centre to new developments on the outskirts of the urban area. This is an existing secondary route in need of several upgrades in order to increase cycle numbers using it. This will connect the new developments in North Swindon with the Town Centre and the other Flyers	Planned - not yet implemented	City Wide		Urban Area	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Medium Term	<£0.5 million	2022 Costs		£0	TBC		TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 9. Gorse Hill – Town Centre to Kembrey Park	Kembrey Park is a major employment hub. The only viable route through Gorse Hill involves cycling on a heavily trafficked road between the Town Centre and Kembrey Park. It is a major bus route and a busy shopping thoroughfare. It is fairly direct, with a slight gradient. The route is highly trafficked with many conflicting users competing for the road space. There will need to be a carefully designed scheme to overcome safety considerations. Through way-marking, there is scope to tie into the Moonrakers Cycle Bypass (detailed in Scheme 6).	Planned - not yet implemented	City Wide		Urban Area	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	<£0.5 million	2022 Costs		£0	TBC		TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 10. Liden to Great Western Hospital	Many of the footpaths and cycle tracks in the Liden area were conceived and built over 40 years ago. The developments nearby, at Badbury Park, have increased the number of cycle and pedestrian movements across both sides of Marlborough Road, with the hospital being a key destination.	Planned - not yet implemented	City Wide		Urban Area	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	<£0.5 million	2022 Costs		£0	TBC		TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 11. Dorcan Way – missing link between existing routes on Queens Drive and Dorcan Way	An off road route, running parallel to Dorcan Way, a key distributor road on the eastern side of the established Swindon urban area	Planned - not yet implemented	City Wide		Urban Area	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	£0.5 - £2 million	2022 Costs		£0	TBC		TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 12. Stratton cycle link	There is inconsistent level of provision in the existing cycle and pedestrian network between the industrial sites near to the G- Park, the regeneration of the former Honda site and the wider Swindon network to the south. A missing link exists in the heart of Stratton where the cycle path stops and a narrow pavement continues past the Crown pub. Alternative routes through nearby residential areas are promoted, although this alignment needs refinement. A number of missing links include on Ermin Street, Swindon Road at the over bridge crossing the Great Western Main Line and to the north of the Greenbridge roundabout.	Planned - not yet implemented	City Wide		Urban Area	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Medium Term	£0.5 - £2 million	2022 Costs		£0	TBC		TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 13. Marlowe Avenue to Queens Drive (New College)	The route already exists off road between Queens Drive and Marlow Avenue but this is in poor repair, and signage, lighting, surfacing and lining all need to be upgraded.	Planned - not yet implemented	City Wide		Urban Area	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	<£0.5 million	2022 Costs		£0	TBC		TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 14. Wichelstowe to Wroughton (Inverary Rd)	The route, which is a bridleway, already exists off road between East Wichel and North Wroughton, and also provides a direct link to Ridgeway School from Wichelstowe for students making this journey. In recent years, flooding has become an issue and the surface requires upgrading.	Planned - not yet implemented	City Wide		Wroughton and rural south west	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	<£0.5 million	2022 Costs		£0	TBC		TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 15. Wichelstowe to Wroughton (Wharf Rd)	The 2-way route for pedestrians and cycles would be a dedicated, segregated route connecting the length along Mill Lane and Wharf Road. Wharf Road is a 50mph highway with very few cycle movements currently.	Planned - not yet implemented	City Wide		Strategic Allocations: Wichelstowe	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	£2 - 5 million	2022 Costs		£0	TBC		TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 16. Royal Wootton Bassett to Windmill Hill	The proposed route from Royal Wootton Bassett being promoted by Wiltshire Council would drop cyclists into the Swindon network at Lydiard Fields Business Park, to the east of the M4, junction 16. Currently the shared use path crosses over vehicle access into a business park, and Whitehill Way, where the lack of cycle priority needs to be addressed. Cyclists are then required to use a toucan crossing that leads to a missing link into the Blagrove Industrial Estate	Planned - not yet implemented	City Wide		Urban Area	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Medium Term	<£0.5 million	2022 Costs		£0	TBC		TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan

Infrastructure Type	Infrastructure Sub-Type	Project Name	Project Description	Project Status	Project Scale (Sub Regional / City Wide / Local Area)	Location	SBC IDP Sub Area (where applicable)	Project On Site or Off Site	Associated Homes	Associated Jobs	Relevant Delivery Parties	IDP Prioritisation Category	Delivery Timing Details	IDP Phase Short - 2025-2030 Medium - 2030-2040 Longer Term - 2040+	Project Costs (£)	Cost Notes	Secured Funding (£)	Potential Funding Sources	Funding Gap	Project Source	Other Project Details / Comments	
Transport	Active Modes	LCWIP 17. Route 45 to Moredon Pump Track – Cycle Hub	This proposal involves the construction of a new build cycle and pedestrian route, 1.5km in length, to provide access from the Moredon Cycle Hub to the existing off-road cycle provision currently in place in West Swindon	Planned - not yet implemented	City Wide		Urban Area	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	<£0.5 million	2022 Costs		£0	TBC	TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 18. Kingsdown Lane	Kingsdown Lane is a restricted byway that provides a useful non-motorised short cut from Blunsdon to South Marston Industrial estate. Currently its surface is rough and narrow in places.	Planned - not yet implemented	City Wide		Strategic Allocations: Kingsdown	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	£0.5 - £2 million	2022 Costs		£0	TBC	TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 19. Tadpole Garden Village to Blunsdon Hill	The route is currently along a fast single carriageway which provides no protection or separation from vehicles for pedestrians or cyclists. Any future route provision will need to be carefully designed take account of land ownership and consistent provision particularly at the A419 underpass.	Planned - not yet implemented	City Wide		Highworth, Blunsdon and rural north	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Medium Term	£0.5 - £2 million	2022 Costs		£0	TBC	TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 20. Marlborough Road – between Old Town Railway Path and Coate	Marlborough Road is a wide, busy all-vehicle route where on-carriageway there is space to reallocate to vertically segregated cycle lanes. There is currently continuous conflict between cyclists and pedestrians on sections of narrow shared cycle/footways.	Planned - not yet implemented	City Wide		Urban Area	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	£0.5 - £2 million	2022 Costs		£0	TBC	TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 21. Old Town Railway Path upgrade	The Old Town Railway Path is currently best described as a pleasant, if a little isolated, well-connected route, adjacent to existing, new and future housing developments. The route could be used to provide significant benefit to access both existing and future employment sites. The existing surface has drainage and flooding issues. The attractive tree canopy can create a dark corridor and additional lighting would make this more usable all year round but consultation would be required to judge the acceptability of any such proposal. The rural character of this route is valued by the local community. Currently many of the access points are poor or non-compliant and do not provide for all user types e.g. cyclists. Permanent structural access and egress works are required for pedestrians and cyclists to address this issue. One point of access would link the Old Town Railway Path corridor to the development site of Wichelstowe. This will provide significant potential for walking and cycling from Wichelstowe which has an established community of 1000 homes, with a further 3000 being developed.	Planned - not yet implemented	City Wide		Urban Area	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	£2 - 5 million	2022 Costs		£0	TBC	TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 22. New Eastern Villages – A420 Corridor	The A420 is the main Oxford to Swindon highway and currently provides the only link into Swindon for all modes, at varying degrees of acceptability. The upgrades being delivered for the NEV development provide an enhanced cycle and walking infrastructure. It does not deliver a cycle or pedestrian link on the southern side of the A420. This therefore remains an aspiration for the future network which will require both land acquisition and infrastructure delivery. Such a link will also consider options for wider connectivity to the north of the A420 corridor The alternative route is the proposed Green Bridge over the A419 which is likely to be toward the end of the NEV build out	Planned - not yet implemented	City Wide		Strategic Allocations: New Eastern Villages	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	£0.5 - £2 million	2022 Costs		£0	TBC	TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	LCWIP 23. New Eastern Villages – Southern Connector	The Southern Connector route is a primary route linking NEV to Commonhead Roundabout, sitting just north of junction 15 of the M4. This will be a key connection for all users with limited crossings of the A419 other than those several miles north at White Hart Junction.	Planned - not yet implemented	City Wide		Strategic Allocations: New Eastern Villages	Off site	TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	From LCWIP	Short Term	<£0.5 million	2022 Costs		£0	TBC	TBC	IDP 2021.	Swindon Local Cycling and Walking Infrastructure Plan
Transport	Active Modes	New Eastern Villages Framework Travel Plan (Residential element)	To Establish an overarching Travel Plan Monitoring and Management Framework for the New Eastern Villages. Development at the New Eastern Villages will benefit and it is crucial to achieve modal shift at the NEV. It will ease movement and encourage sustainable modes between Eastern Villages and the Swindon Central Area and places of work, education and leisure.	The NEV Framework Travel Plan SPD (adopted October 2016).	Strategically shared	NEV	Strategic Allocations: New Eastern Villages	Onsite and Offsite.	8580	TBC	Swindon BC Active Travel Team / NEV Developers	B - Mitigation	TBC	Select	£2,304,000	(2016 cost base)		£0	Developer/S106	TBC	NEV IDP 2021. New Eastern Villages Framework Travel Plan Supplementary Planning Document (SPD)	
Transport	Active Modes	New link across the railway at footpath 5	The construction of a new shared pedestrian / cycleway link across the mainline railway at footpath 5. Development at the New Eastern Villages will benefit and it is crucial to achieve modal shift at the NEV. It will ease movement and encourage sustainable modes throughout the New Eastern Villages.	Bridge works are now complete.	Strategically shared	NEV	Strategic Allocations: New Eastern Villages	Onsite and Offsite.	8580	TBC	Swindon BC Active Travel Team / NEV Developers	B - Mitigation	TBC	Select	£1,000,000	(2016 cost base)		£0	Network Rail/S106	TBC	NEV IDP 2021.	
Transport	Active Modes	Rural and Inter-Urban Active Travel Improvements	Improved access to high quality walking and cycling routes, with schemes including those in Local Cycling and Walking Plans (LCWIPs) for Abingdon, Didcot, Kidlington, and Wantage and Grove, along key A road corridors (A338, A415, A417, A420), improvement schemes in Kidlington, and between Abingdon and Culham, Berinsfield and Culham, Grove and Faringdon, Grove and Shrivenham, Grove and Oxford, across the Science Vale Cycle Network, and other possible combinations of routes connecting Swindon and Oxford. Also includes possible Wilts and Berks Canal restoration.		Sub Regional		N/A - Boroughwide		TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	TBC	Select		TBC		£0	TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000482A. Swindon – Didcot – Oxford Connectivity Study	
Transport	Active Modes	Shrivenham – Swindon active travel link	Location: Oxon, Swindon. Identified through EEH Active Travel Strategy		Sub Regional		N/A - Boroughwide		TBC	TBC	Swindon BC Active Travel Team	B - Mitigation	TBC	Select		TBC		£0	TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000335A. EEH Active Travel Strategy Phase 2https://eeh-prod-media.s3.amazonaws.com/documents/EEH_Active_Travel_Strategy_pt_2_The_Opportunity.pdf	
Transport	Active Modes	Active Mode enhancements - Wroughton and Rural South	Connections to Swindon wide active mode networks, on site pedestrian and cycle routes associated with new Development. Specifics of project requirements to be developed as sites are assessed in more detail prior to Reg 19 local plan. Active Travel projects for this sub area could include providing a cycle route along the A4361 (cover the M4); additional crossing provision in North Wroughton; enhancements to existing footways along the A4361 including potentially a review of traffic speed limits and measures to discourage pavement parking.	Theoretical Project based on Reg18 Growth Figures			Wroughton and rural south west	Onsite and Offsite.	1230	TBC	Swindon BC Active Travel Team	B - Mitigation	TBC	Select		TBC		£0	TBC	Theoretical Project based on Reg18 Growth Figures		
Transport	Active Modes	Active Mode enhancements - Highworth, Blunsdon and Rural North	Connections to Swindon wide active mode networks, on site pedestrian and cycle routes associated with new Development. Specifics of project requirements to be developed as sites are assessed in more detail prior to Reg 19 local plan. Active Travel projects for this sub area could include providing additional routes crossing over the A419; additional routes and crossings in the northern part of Highworth; and better connections across and alongside St Michael's Avenue (providing better access to bus services, shops and schools).	Theoretical Project based on Reg18 Growth Figures			Highworth, Blunsdon and rural north	Onsite and Offsite.	1520	TBC	Swindon BC Active Travel Team	B - Mitigation	TBC	Select		TBC		£0	TBC	Theoretical Project based on Reg18 Growth Figures		
Transport	Active Modes	Streets and Spaces	Creating a more pedestrian friendly route from the station to the Railway Village, and improvements to the Bristol Street and Sheppard St (Western Flyer) tunnels. Residents, visitors and development across the Borough will benefit from an improved environment but more specifically it will support regeneration and growth within the Town Centre		Local Area		Swindon's Central Area		5300	TBC	Swindon BC Active Travel Team	B - Mitigation	2024	Short Term	£3,000,000			£0	Towns Fund	TBC	IDP 2021. Town Investment Plan (Stantec)	
Transport	Freight / Distribution	Enhanced Rail Freight Terminal at Swindon	Reduce congestion on A420 and other roads through shift of additional freight to rail, with schemes including new parkway freight terminal at South Marston for Swindon, with the option to support a new large logistics park being close to the site of the former Honda factory at Swindon.		City Wide		N/A - Boroughwide		TBC	TBC	South Marston Rail Freight Yard / SBC	C - Policy Priority	TBC	Select		TBC		£0	TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000447A. Swindon – Didcot – Oxford Connectivity Study	
Transport	Freight / Distribution	Lorry Parking Provision	Improved lorry parking facilities		City Wide		N/A - Boroughwide		TBC	TBC	Swindon Borough Council	C - Policy Priority	TBC	Select		TBC		£0	TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000069A. Freight Study (July 2019)	
Transport	Freight / Distribution	Strategic Rail Objective GWF5	Support the development of multimodal freight logistics solutions at identified SRFIs in the Swindon area, enabling the efficient movement of goods throughout the region.		Sub Regional		N/A - Boroughwide		TBC	TBC	Swindon Borough Council	C - Policy Priority	TBC	Select		TBC		£0	TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000347A. EEH Rail objectives work, July 2023 , https://eeh-prod-media.s3.amazonaws.com/documents/Agenda_Item_4_Annex_2_Strategic_Rail_Objectives_Report_14_July_2023.pdf	
Transport	Freight / Distribution	Utilisation of South Marston Rail Freight Yard	Greater use of the rail freight yard in South Marston		City Wide		N/A - Boroughwide		TBC	TBC	South Marston Rail Freight Yard / SBC	C - Policy Priority	TBC	Select		TBC		£0	TBC	England's Economic Heartland Project Schedule.	Project reference. EEH000066A. Freight Study (July 2019)	
Education	Early Years	4 Early Years facilities in Swindon Urban Area	Early Years Provision 0-4 years Current and future development within Swindon is dependent as without provision of additional capacity there will be insufficient places to meet the demand created.	Theoretical Project based on Reg18 Growth Figures	Local Area		Urban Area		3340	TBC	Swindon Borough Council	B - Mitigation	TBC	Select		TBC		£0	SBC and S106	TBC	Theoretical project based on SBC School Place Planning 2025 multipliers	
Education	Early Years	6 Early Years facilities in Swindon's Central Area	Early Years Provision 0-4 years Current and future development within Swindon is dependent as without provision of additional capacity there will be insufficient places to meet the demand created.	Theoretical Project based on Reg18 Growth Figures	Local Area		Swindon's Central Area		5300	TBC	Swindon Borough Council	B - Mitigation	TBC	Select		TBC		£0	SBC and S106	TBC	Theoretical project based on SBC School Place Planning 2025 multipliers	
Education	Early Years	Early Years Provision.	Early Years Provision 0-4 years Current and future development within Swindon is dependent as without provision of additional capacity there will be insufficient places to meet the demand created.		City wide		N/A - Boroughwide		TBC	TBC	Swindon Borough Council	B - Mitigation	TBC	Select		TBC		£0	SBC and S106	TBC	IDP 2021. School Place Planning Study: Future Demand to 2026 (Cambridge Education, 2009. School Place Planning Study (Cambridge Education, 2009) Update (2011)	
Education	Further Education & Adult Learning	Additional FE provision	Expansion of existing provision and potential additional FE campus to meet forecast demand.	Theoretical Project based on Reg18 Growth Figures	City wide		N/A - Boroughwide		TBC	TBC	SBC / New College Swindon / Green Labyrinth	C - Policy Priority	TBC	Select		TBC		£0	TBC	Theoretical project based on SBC School Place Planning 2025 multipliers		
Education	Higher Education	Floorspace for additional HE places	Floorspace for additional town centre HE places, ideally as part of mixed use development in Swindon's Central Area to support town centre regeneration	Theoretical Project based on Reg18 Growth Figures	City wide		Swindon's Central Area		5300	TBC	SBC / HE Operators	C - Policy Priority	TBC	Select		TBC		£0	TBC	Theoretical project based on SBC School Place Planning 2025 multipliers		
Education	Primary Schools	2FE Highworth Primary School	Additional primary school provision in Highworth Future development within Highworth is dependent as without provision of additional capacity there will be insufficient places to meet the demand created.		Local Area		Highworth, Blunsdon and rural north		1520	TBC	Swindon Borough Council	B - Mitigation	TBC	Select	£8,036,003	TBC		£0	TBC	IDP 2021. Wichelstowe Primary(3)	This project was associated with the withdrawn previous draft Local Plan scale of growth with much more development at Highworth than is now currently proposed. SBC School Place Planning have confirmed that additional primary school capacity in Highworth is required as a result of recent planning permissions.	
Education	Primary Schools	2FE Primary School provision in West Wichel (including Early Years)	Additional 2FE Primary School to cater for increased residential development in West Wichel (in place of 2015 Local Plan employment land)	Theoretical Project based on Reg18 Growth Figures	Local Area		Strategic Allocations: Wichelstowe		3320	TBC	Swindon Borough Council	B - Mitigation	TBC	Select		TBC		£0	TBC	Theoretical project based on SBC School Place Planning 2025 multipliers		
Education	Primary Schools	2FE Primary School provision in Wroughton and the Rural South West (including Early Years)	2FE Primary School to accommodate the impact of development - Wroughton	Theoretical Project based on Reg18 Growth Figures	Local Area		Wroughton and rural south west		1230	TBC	Swindon Borough Council	B - Mitigation	TBC	Select		TBC		£0	TBC	Theoretical project based on SBC School Place Planning 2025 multipliers		
Education	Primary Schools	3FE Primary School provision in Highworth, Blunsdon and Rural North (including Early Years)	Likely 2FE north of Swindon / at Blunsdon, and 1FE expansion in Highworth	Theoretical Project based on Reg18 Growth Figures	Local Area		Highworth, Blunsdon and rural north		1520	TBC	Swindon Borough Council	B - Mitigation	TBC	Select		TBC		£0	TBC	Theoretical project based on SBC School Place Planning 2025 multipliers		
Education	Primary Schools	4FE Primary School provision in Swindon's Central Area	Likely 2x 2FE but the number of new schools could be reduced if existing schools can be expanded (the 2021 Local Plan IDP already identified a need for 4x 1FE expansions in the town centre, totalling 8FE in the Central Area).	Theoretical Project based on Reg18 Growth Figures	Local Area		Swindon's Central Area		5300	TBC	Swindon Borough Council	B - Mitigation	TBC	Select		TBC		£0	TBC	Theoretical project based on SBC School Place Planning 2025 multipliers		

Infrastructure Type	Infrastructure Sub-Type	Project Name	Project Description	Project Status	Project Scale (Sub Regional / City Wide / Local Area)	Location	SBC IDP Sub Area (where applicable)	Project On Site or Off Site	Associated Homes	Associated Jobs	Relevant Delivery Parties	IDP Prioritisation Category	Delivery Timing Details	IDP Phase Short - 2025-2030 Medium - 2030-2040 Longer Term - 2040+	Project Costs (£)	Cost Notes	Secured Funding (£)	Potential Funding Sources	Funding Gap	Project Source	Other Project Details / Comments	
Education	Primary Schools	SFE Primary School provision in Swindon's Urban Area	Likely 2x 2-3FE new provision though this could be reduced if existing schools can be expanded. New provision or expansion should be aligned with development in East and South Swindon in particular	Theoretical Project based on Reg18 Growth Figures	Local Area		Urban Area		3340	TBC	Swindon Borough Council	B - Mitigation	TBC	Select	TBC		£0		TBC	Theoretical project based on SBC School Place Planning 2025 multipliers		
Education	Primary Schools	Expansion of South Marston Primary School	1FE Expansion of South Marston Primary (currently 0.5FE) to accommodate the impact of NEV development and Furniture Fittings and Equipment	Works expected to start Nov' 21	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	Swindon Borough Council	B - Mitigation	TBC	Select	£4,900,000		£0	S106		TBC	NEV IDP 2021. SM Primary School Feasibility (2012)	
Education	Primary Schools	Kingsdown Primary School (including Early Years provision)	3FE Primary School		Local Area		Strategic Allocations: Kingsdown		1850	TBC	Swindon Borough Council	B - Mitigation	TBC	Select	£10,376,456		£0	S106		TBC	IDP 2021. Cost review May 2021	School Place Planning Strategy 2020
Education	Primary Schools	New 1 FE in Central Area	New 1 FE expansion of a school in the central area		Local Area		Swindon's Central Area		5300	TBC	Swindon Borough Council	B - Mitigation	2023-2026	Short Term	£4,356,969		£0	S106		TBC	IDP 2021. Cost review May 2021	School Place Planning Strategy 2020
Education	Primary Schools	New 1 FE in Central Area	New 1 FE expansion of a school in the central area		Local Area		Swindon's Central Area		5300	TBC	Swindon Borough Council	B - Mitigation	2023-2026	Short Term	£4,356,969		£0	S106		TBC	IDP 2021. Cost review May 2021	School Place Planning Strategy 2020
Education	Primary Schools	New 1 FE in Central Area	New 1 FE expansion of a school in the central area		Local Area		Swindon's Central Area		5300	TBC	Swindon Borough Council	B - Mitigation	2023-2026	Short Term	£4,356,969		£0	S106		TBC	IDP 2021. Cost review May 2021	School Place Planning Strategy 2020
Education	Primary Schools	New 1 FE in Central Area	New 1 FE expansion of a school in the central area		Local Area		Swindon's Central Area		5300	TBC	Swindon Borough Council	B - Mitigation	2023-2026	Short Term	£4,356,969		£0	S106		TBC	IDP 2021. Cost review May 2021	School Place Planning Strategy 2020
Education	Primary Schools	New Eastern Villages Primary School (1)	3FE primary school (Incorporating proportion of Early Years requirement) and includes Furniture Fittings and Equipment.		Local Area	NEV	Strategic Allocations: New Eastern Villages		8580	TBC	Swindon Borough Council	B - Mitigation	TBC	Select	£10,376,456		£0			TBC	NEV IDP 2021. Cost Review May 2021	
Education	Primary Schools	New Eastern Villages Primary School (2)	New 2 FE Primary School to accommodate the need generated by the NEV (including proportion of EYs requirement) and Furniture Fittings and Equipment	Developer Led. Not commenced	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	Swindon Borough Council	B - Mitigation	TBC	Select	£8,036,003		£0	S106		TBC	NEV IDP 2021. School Place Planning Study September 2020, Cost Review May 2021	
Education	Primary Schools	New Eastern Villages Primary School (3)	New 2 FE Primary School to accommodate the need generated by the NEV (including proportion of EYs requirement) and Furniture Fittings and Equipment	Developer Led. Not commenced	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	Swindon Borough Council	B - Mitigation	TBC	Select	£8,036,003		£0	S106		TBC	NEV IDP 2021. School Place Planning Study September 2020, Cost Review May 2021	
Education	Primary Schools	New Eastern Villages Primary School (4)	New 2 FE Primary School to accommodate the need generated by the NEV (including proportion of EYs requirement) and Furniture Fittings and Equipment	Developer Led. Not commenced	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	Swindon Borough Council	B - Mitigation	TBC	Select	£8,036,003		£0	S106		TBC	NEV IDP 2021. School Place Planning Study September 2020, Cost Review May 2021	
Education	Primary Schools	New Eastern Villages Primary School (5)	New 2 - 3FE+ Primary School to accommodate the need generated by the NEV; in particular north of the A420 (including proportion of EYs requirement) and Furniture Fittings and Equipment. *The Council welcomes discussions with the developer to accommodate the increase to the pupil yield following the publication of the School Place Planning Study, September 2020.	Developer Led. Not commenced	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	Swindon Borough Council	B - Mitigation	TBC	Select	£8,036,003 (8,036,003 - 10,376,456)	potential range	£0	S106		TBC	NEV IDP 2021. School Place Planning Study September 2020, Cost Review May 2021	
Education	Primary Schools	New Eastern Villages Primary School (6)	New 2 FE Primary School to accommodate the need generated by the NEV (including proportion of EYs requirement) and Furniture Fittings and Equipment.	Developer Led. Not commenced	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	Swindon Borough Council	B - Mitigation	TBC	Select	£8,036,003		£0	S106		TBC	NEV IDP 2021. School Place Planning Study September 2020, Cost Review May 2021	
Education	Primary Schools	Wichelstowe Primary School (3) (including Early Years provision)	2FE Primary School to accommodate the impact of development - West Wichel		Local Area		Strategic Allocations: Wichelstowe		3320	TBC	Swindon Borough Council	B - Mitigation	2030	Medium Term	£8,036,003		£0	SBC		TBC	IDP 2021. Cost review May 2021	School Place Planning Strategy 2020
Education	Secondary Schools	2x 10FE Secondary Schools (potentially including sixth form provision)	Likely 2x 10FE Secondary Schools required across Swindon to meet forecast demand. Capacity most needed in the Central Area, Urban Area (east and south), Wroughton, North of Swindon and Kingsdown.	Theoretical Project based on Reg18 Growth Figures	City wide		N/A - Boroughwide		TBC	TBC	Swindon Borough Council	B - Mitigation	TBC	Select	TBC		£0		TBC	Theoretical project based on SBC School Place Planning 2025 multipliers		
Education	Secondary Schools	New Eastern Villages New Learning Campus	Delivery of a new 10FE Secondary, School (East) (Including Artificial Turf Pitch) and Furniture Fittings and Equipment	Ongoing	Strategically shared	NEV	Strategic Allocations: New Eastern Villages	Onsite and Offsite.	8580	TBC	Swindon Borough Council	B - Mitigation	TBC	Select	£38,500,485		£0	S106		TBC	NEV IDP 2021. School Place Planning Study September 2020	
Education	Special Educational Needs (SEND)	Additional SEND places	Additional SEND places to accommod additional demand from new development	Theoretical Project based on Reg18 Growth Figures	City wide		N/A - Boroughwide		TBC	TBC	Swindon Borough Council	B - Mitigation	TBC	Select	TBC		£0		TBC	Theoretical project based on SBC School Place Planning 2025 multipliers	Need to consult with SBC School Place Planning to see if existing planned provision (including as part of new mainstream primary and secondary schools) is sufficient to meet demand	
Health and Social Care	Acute and Mental Healthcare	Acute healthcare facilities	Provision of 103 additional acute healthcare beds (equating to 6,445sqm) to support planned for growth	Theoretical Project based on Reg18 Growth Figures	City Wide	Great Western Hospital expansion site	N/A - Boroughwide		TBC	TBC	Great Western Hospital NHS Foundation Trust Swindon Adult Community Services	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Acute and Mental Healthcare	Community and Mental Health Service facilities	Provision of 17 additional mental healthcare beds (equating to 1,451sqm of floorspace) to support planned for growth	Theoretical Project based on Reg18 Growth Figures	City Wide		N/A - Boroughwide		TBC	TBC	Great Western Hospital NHS Foundation Trust Swindon Adult Community Services	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Acute and Mental Healthcare	Community and Mental Health Service facilities	Provision of 563sqm of additional community and mental health service floodspace to support planned for growth	Theoretical Project based on Reg18 Growth Figures	Local Area		Swindon's Central Area		5300	TBC	Great Western Hospital NHS Foundation Trust Swindon Adult Community Services	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Acute and Mental Healthcare	Community and Mental Health Service facilities	Provision of 355sqm of additional community and mental health service floodspace to support planned for growth	Theoretical Project based on Reg18 Growth Figures	Local Area		Urban Area		3340	TBC	Great Western Hospital NHS Foundation Trust Swindon Adult Community Services	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Acute and Mental Healthcare	Community and Mental Health Service facilities	Provision of 178sqm of additional community and mental health service floodspace to support planned for growth	Theoretical Project based on Reg18 Growth Figures	Local Area	Kingsdown strategic growth	Strategic Allocations: Kingsdown		1850	TBC	Great Western Hospital NHS Foundation Trust Swindon Adult Community Services	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Acute and Mental Healthcare	Community and Mental Health Service facilities	Provision of 912sqm of additional community and mental health service floodspace to support planned for growth	Theoretical Project based on Reg18 Growth Figures	Local Area	New Eastern Villages strategic growth	Strategic Allocations: New Eastern Villages		8580	TBC	Great Western Hospital NHS Foundation Trust Swindon Adult Community Services	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Acute and Mental Healthcare	Community and Mental Health Service facilities	Provision of 353sqm of additional community and mental health service floodspace to support planned for growth	Theoretical Project based on Reg18 Growth Figures	Local Area	Wichelstowe strategic growth	Strategic Allocations: Wichelstowe		3320	TBC	Great Western Hospital NHS Foundation Trust Swindon Adult Community Services	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Acute and Mental Healthcare	Community and Mental Health Service facilities	Provision of 179sqm of additional community and mental health service floodspace to support planned for growth	Theoretical Project based on Reg18 Growth Figures	Local Area		Highworth, Blunsdon and rural north		1520	TBC	Great Western Hospital NHS Foundation Trust Swindon Adult Community Services	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Acute and Mental Healthcare	Community and Mental Health Service facilities	Provision of 27sqm of additional community and mental health service floodspace to support planned for growth	Theoretical Project based on Reg18 Growth Figures	Local Area		Wanborough and rural south east		260	TBC	Great Western Hospital NHS Foundation Trust Swindon Adult Community Services	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Acute and Mental Healthcare	Community and Mental Health Service facilities	Provision of 131sqm of additional community and mental health service floodspace to support planned for growth	Theoretical Project based on Reg18 Growth Figures	Local Area		Wroughton and rural south west		1230	TBC	Great Western Hospital NHS Foundation Trust Swindon Adult Community Services	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		

Infrastructure Type	Infrastructure Sub-Type	Project Name	Project Description	Project Status	Project Scale (Sub Regional / City Wide / Local Area)	Location	SBC IDP Sub Area (where applicable)	Project On Site or Off Site	Associated Homes	Associated Jobs	Relevant Delivery Parties	IDP Prioritisation Category	Delivery Timing Details	IDP Phase Short - 2025-2030 Medium - 2030-2040 Longer Term - 2040+	Project Costs (£)	Cost Notes	Secured Funding (£)	Potential Funding Sources	Funding Gap	Project Source	Other Project Details / Comments	
Health and Social Care	Acute and Mental Healthcare	Strategic expansion of Great Western Hospital	Expansion and co-location of urgent and emergency care services	Complete	City Wide	Great Western Hospital expansion site	N/A - Boroughwide		TBC	TBC	Great Western Hospitals NHS Foundation Trust	C - Policy Priority	TBC	Select	£40,000,000		£40,000,000		£0	Great Western Hospitals NHS Foundation Trust - Developments		
Health and Social Care	Acute and Mental Healthcare	Strategic expansion of Great Western Hospital	Dedicated rehabilitation facility.	Planned.	City Wide	Great Western Hospital expansion site	N/A - Boroughwide		TBC	TBC	Great Western Hospitals NHS Foundation Trust	C - Policy Priority	TBC	Select	TBC		£0		TBC	Great Western Hospital - stakeholder engagement		
Health and Social Care	Acute and Mental Healthcare	Strategic expansion of Great Western Hospital	Radiotherapy centre	Complete	City Wide	Great Western Hospital expansion site	N/A - Boroughwide		TBC	TBC	Great Western Hospitals NHS Foundation Trust	C - Policy Priority	TBC	Select	TBC		£0		TBC	Great Western Hospitals NHS Foundation Trust - Developments		
Health and Social Care	Acute and Mental Healthcare	Strategic expansion of Great Western Hospital	A programme of improvements and supporting infrastructure for the Great Western Hospital expansion. Key infrastructure includes a staff and student accommodation, a sterile services unit and wider place-making and sustainability infrastructure to support the new health hub. There is a large amount of residual land, designated for 'health use' for which the specific use is yet to be determined.	Ongoing.	City Wide	Great Western Hospital expansion site	N/A - Boroughwide		TBC	TBC	Great Western Hospitals NHS Foundation Trust	C - Policy Priority	TBC	Select	TBC		£0		TBC	Great Western Hospital - stakeholder engagement		
Health and Social Care	Primary Healthcare and Public Health	Central Area Enhanced Primary Healthcare Provision	Theoretical demand for additional provision to accommodate the following: - GP surgery/primary healthcare expansion of 1000sqm to support planned for growth - Provision for 2 new community pharmacies. - Provision of 232sqm of dental facilities to support planned for growth.	Theoretical Project based on Reg18 Growth Figures	Local Area		Swindon's Central Area		5300	TBC	Bath and North East Somerset, Swindon and Wiltshire ICB	B - Mitigation	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Primary Healthcare and Public Health	Urban Area Enhanced Primary Healthcare Provision	Theoretical demand for additional provision to accommodate the following: - GP surgery/primary healthcare expansion of 630sqm to support planned for growth - Provision for new community pharmacies. - Provision of 146sqm of dental facilities to support planned for growth.	Theoretical Project based on Reg18 Growth Figures	Local Area		Urban Area		3340	TBC	Bath and North East Somerset, Swindon and Wiltshire ICB	B - Mitigation	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Primary Healthcare and Public Health	Kingsdown Enhanced Primary Healthcare Provision	Theoretical demand for additional provision to accommodate the following: - GP surgery/primary healthcare expansion of 317sqm to support planned for growth - Provision for new community pharmacies. - Provision of 73sqm of dental facilities to support planned for growth.	Theoretical Project based on Reg18 Growth Figures	Local Area	Kingsdown strategic growth	Strategic Allocations: Kingsdown		1850	TBC	Bath and North East Somerset, Swindon and Wiltshire ICB / Developers	B - Mitigation	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Primary Healthcare and Public Health	Highworth Area Enhanced Primary Healthcare Provision	Theoretical demand for additional provision to accommodate the following: - GP surgery/primary healthcare expansion of 318sqm to support planned for growth - Provision for new community pharmacies. - Provision of 74sqm of dental facilities to support planned for growth.	Theoretical Project based on Reg18 Growth Figures	Local Area		Highworth, Blunsdon and rural north		1520	TBC	Bath and North East Somerset, Swindon and Wiltshire ICB	B - Mitigation	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Primary Healthcare and Public Health	Wroughton Area Enhanced Primary Healthcare Provision	Theoretical demand for additional provision to accommodate the following: - GP surgery/primary healthcare expansion of 232sqm to support planned for growth - Provision for new community pharmacies. - Provision of 54sqm of dental facilities to support planned for growth.	Theoretical Project based on Reg18 Growth Figures	Local Area		Wroughton and rural south west		1230	TBC	Bath and North East Somerset, Swindon and Wiltshire ICB	B - Mitigation	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Primary Healthcare and Public Health	New Eastern Villages Primary Healthcare Provision	Additional GP capacity equivalent to 11 Whole Time Equivalent GPs at the New Eastern Villages, plus additional dentist and pharmacy provision Essential to serve new community and provide access to primary health care at New Eastern Villages	Ongoing	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite and Offsite.	8580	TBC	Bath and North East Somerset, Swindon and Wiltshire ICB / Developers	B - Mitigation	TBC	Select	£7,789,000	(2016 cost base)	£0	NHS England and Swindon CCG	TBC	NEV IDP 2021. NHS England and Swindon CCG		
Health and Social Care	Primary Healthcare and Public Health	Wichelstowe Health Facilities - Dental facilities	Provision of 145sqm of dental facilities to support planned for growth.	Theoretical Project based on Reg18 Growth Figures	Local Area	Wichelstowe strategic growth	Strategic Allocations: Wichelstowe		3320	TBC	Bath and North East Somerset, Swindon and Wiltshire ICB / Developers	B - Mitigation	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Primary Healthcare and Public Health	Wichelstowe Health Facilities - Pharmacy	Pharmacy at Middle Wichel District Centre	Not started	Local Area	Wichelstowe strategic growth	Strategic Allocations: Wichelstowe		3320	TBC	Bath and North East Somerset, Swindon and Wiltshire ICB / Developers	B - Mitigation	TBC	Select	TBC		£0		TBC	Wichelstowe DC Canalside West Reserved Matters Application related to Outline Permission (S/13/1524)		
Health and Social Care	Primary Healthcare and Public Health	Wichelstowe Health Facilities - GP Surgery	7GP Surgery at Middle Wichel District Centre Essential to serve new community and provide access to primary health care at Wichelstowe	Not started	Local Area		Strategic Allocations: Wichelstowe		3320	TBC	Bath and North East Somerset, Swindon and Wiltshire ICB / Developers	B - Mitigation	2023-25	Short Term	£1,400,000		£0	SBC/CCG	TBC	IDP 2021. CCG	Planning Consent / S106	
Health and Social Care	Social Care	Adult Social Care facilities	Provision for 1 new adult social care centre	Theoretical Project based on Reg18 Growth Figures	City wide		N/A - Boroughwide		TBC	TBC	Swindon Borough Council	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Social Care	Childrens Social Care facilities	Provision for 3 new children and family centres	Theoretical Project based on Reg18 Growth Figures	City wide		N/A - Boroughwide		TBC	TBC	Swindon Borough Council	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Social Care	Childrens Social Care facilities	Provision for 7 additional residential accommodation beds for children with disabilities	Theoretical Project based on Reg18 Growth Figures	City wide		N/A - Boroughwide		TBC	TBC	Swindon Borough Council	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Social Care	Central Area - Older Adult Social Care facilities	Provision for 1 new nursing care facility (66 beds), 1 new residential care unit facility (96 beds) and 37 additional extra are bed places	Theoretical Project based on Reg18 Growth Figures	Local Area		Swindon's Central Area		5300	TBC	Swindon Borough Council	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Social Care	Urban Area - Older Adult Social Care facilities	Provision for 1 new nursing care facility (42 beds), 1 new residential care unit facility (60 beds) and 23 additional extra are bed places	Theoretical Project based on Reg18 Growth Figures	Local Area		Urban Area		3340	TBC	Swindon Borough Council	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Social Care	Kingsdowne - Older Adult Social Care facilities	Provision for 21 additional nursing care unit facility beds, 30 new residential care unit facility beds and 12 additional extra are bed places	Theoretical Project based on Reg18 Growth Figures	Local Area	Kingsdown strategic growth	Strategic Allocations: Kingsdown		1850	TBC	Swindon Borough Council	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Social Care	New Eastern villages - Older Adult Social Care facilities	Provision for 1 new nursing care facility (107 beds), 2 new residential care unit facilities (155 beds) and 1 nes extra care unit facility (providing 37 additional extra are bed places)	Theoretical Project based on Reg18 Growth Figures	Local Area	New Eastern Villages strategic growth	Strategic Allocations: New Eastern Villages		8580	TBC	Swindon Borough Council	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Social Care	Wichelstowe - Older Adult Social Care facilities	Provision for 1 new nursing care facility (41 beds), 1 new residential care unit facility (60 beds) and 23 additional extra are bed places	Theoretical Project based on Reg18 Growth Figures	Local Area	Wichelstowe strategic growth	Strategic Allocations: Wichelstowe		3320	TBC	Swindon Borough Council	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Social Care	Highworth Area - Older Adult Social Care facilities	Provision for 21 additional nursing care unit facility beds, 30 new residential care unit facility beds and 12 additional extra are bed places	Theoretical Project based on Reg18 Growth Figures	Local Area		Highworth, Blunsdon and rural north		1520	TBC	Swindon Borough Council	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Social Care	Wanborough Area - Older Adult Social Care facilities	Provision for 3 additional nursing care unit facility beds, 5 new residential care unit facility beds and 2 additional extra are bed places	Theoretical Project based on Reg18 Growth Figures	Local Area		Wanborough and rural south east		260	TBC	Swindon Borough Council	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Health and Social Care	Social Care	Wroughton Area - Older Adult Social Care facilities	Provision for 15 additional nursing care unit facility beds, 22 new residential care unit facility beds and 9 additional extra are bed places	Theoretical Project based on Reg18 Growth Figures	Local Area		Wroughton and rural south west		1230	TBC	Swindon Borough Council	C - Policy Priority	TBC	Select	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)		
Community & Civic Facilities	Arts and Heritage	New Theatre	Provision of New Town Centre Theatre to replace existing Theatre All development would benefit from improved cultural facilities in the Town Centre. It contributes to regeneration, place making and inward investment potential.		City Wide		Swindon's Central Area		5300	TBC	Swindon Borough Council	D - Place Making	2025-28	Short Term	£46,970,000		£0	Central Government Regeneration Funds, Council sourced finance, Council sourced finance, Operating Partner	£46,970,000	IDP 2021. DCA Cultural Quarter Investment Prospectus (March, 2021)	DCA Cultural Quarter Investment Prospectus and Development Management Plan (March, 2021)	
Community & Civic Facilities	Arts and Heritage	Public Art Projects	Public Art projects at the New Eastern Villages To ensure development at the NEV contributes positively to the public realm. The NEV presents a real opportunity to utilise Public Art within the site and surrounds. Due consideration should be given to delivery on-site which acknowledges the important role public art can play in establishing local identity and character. There will be significant opportunities to deliver public art as part of the strategic transport schemes.	Ongoing	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite and Offsite.	8580	TBC	Swindon Borough Council	D - Place Making	TBC	Select	£1,924,000	(2016 cost base)	£0	S106		TBC	NEV IDP 2021. Swindon Residential Design Guide (2016). Emerging NEV Public Art Strategy to support the delivery of public art provision.	
Community & Civic Facilities	Arts and Heritage	Swindon Museum & Art Gallery	Provision of New Town Centre Museum and Art Gallery to replace existing provision in Old Town All development would benefit from improved cultural facilities in the Town Centre. It contributes to regeneration, place making and inward investment potential.		City Wide		Swindon's Central Area		5300	TBC	Swindon Borough Council	D - Place Making	2025-27	Short Term	£4,170,000		£0	Central Government Regeneration Funds, Council sourced finance, Commercial Partner, Trusts and Donations TBC	£4,170,000	IDP 2021. DCA Cultural Quarter Investment Prospectus (March, 2021)	DCA Cultural Quarter Investment Prospectus and Development Management Plan (March, 2021)	
Community & Civic Facilities	Community Centres	Middle Wichel Community Building	Middle Wichel Community Facility to provide multi use facility		Local Area		Strategic Allocations: Wichelstowe		3320	TBC	SBC / Developers / Third Party Operators	D - Place Making	2023-25	Short Term	£800,000	Based on cost of Pinetrees	£0	SBC	TBC	IDP 2021. Pinetrees	Planning Consent / S106	

Infrastructure Type	Infrastructure Sub-Type	Project Name	Project Description	Project Status	Project Scale (Sub Regional / City Wide / Local Area)	Location	SBC IDP Sub Area (where applicable)	Project On Site or Off Site	Associated Homes	Associated Jobs	Relevant Delivery Parties	IDP Prioritisation Category	Delivery Timing Details	IDP Phase Short - 2025-2030 Medium - 2030-2040 Longer Term - 2040+	Project Costs (£)	Cost Notes	Secured Funding (£)	Potential Funding Sources	Funding Gap	Project Source	Other Project Details / Comments
Community & Civic Facilities	Community Centres	New Eastern Villages Community Hub at Rowborough Village	New Eastern Villages . Local Centre Community Hub at Rowborough (including proportion of EYs requirement)		Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	SBC / Developers / Third Party Operators	D - Place Making	TBC	Select	£561,000	(2016 cost base)	£0	S106	TBC	NEV IDP 2021. Feasibility for 'Tadpole and Redhouse' Community Centre providing cost benchmark.	
Community & Civic Facilities	Community Centres	New Eastern Villages Community Hub at South Marston Village	New Eastern Villages . Local Centre Community Hub at South Marston (including proportion of EYs requirement)		Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	SBC / Developers / Third Party Operators	D - Place Making	TBC	Select	£561,000	(2016 cost base)	£0	S106	TBC	NEV IDP 2021. Feasibility for 'Tadpole and Redhouse' Community Centre providing cost benchmark.	
Community & Civic Facilities	Community Centres	New Eastern Villages Community Hub Foxbridge Village	New Eastern Villages. Local Centre Community Centre at Foxbridge (including proportion of EYs requirement).	Developer Led. Not commenced	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	SBC / Developers / Third Party Operators	D - Place Making	TBC	Select	£561,000	(2016 cost base)	£0	S106	TBC	NEV IDP 2021. Feasibility for 'Tadpole and Redhouse' Community Centre providing cost benchmark.	
Community & Civic Facilities	Community Centres	New Eastern Villages Community Hub Great Stall East Village	New Eastern Villages . Local Centre Community Hub at Great Stall East (including proportion of EYs requirement).	Developer Led. Not commenced	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	SBC / Developers / Third Party Operators	D - Place Making	TBC	Select	£561,000	(2016 cost base)	£0	S106	TBC	NEV IDP 2021. Feasibility for 'Tadpole and Redhouse' Community Centre providing cost benchmark.	
Community & Civic Facilities	Community Centres	New Eastern Villages Community Hub Lotmead Village	New Eastern Villages . Local Centre Community Hub at Lotmead (including proportion of EYs requirement).	Developer Led. Not commenced	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	SBC / Developers / Third Party Operators	D - Place Making	TBC	Select	£561,000	(2016 cost base)	£0	S106	TBC	NEV IDP 2021. Feasibility for 'Tadpole and Redhouse' Community Centre providing cost benchmark.	
Community & Civic Facilities	Community Centres	New Eastern Villages Community Hub Redlands Village	New Eastern Villages Local Centre Community Hub at Redlands (including proportion of EYs requirement)	Developer Led. Not commenced	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	SBC / Developers / Third Party Operators	D - Place Making	TBC	Select	£561,000	(2016 cost base)	£0	S106	TBC	NEV IDP 2021. Feasibility for 'Tadpole and Redhouse' Community Centre providing cost benchmark.	
Community & Civic Facilities	Community Centres	New Eastern Villages District Centre Community Centre	New Eastern Villages Community Building at District Centre (plus the safeguarding of land).	Ongoing review	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite and Offsite.	8580	TBC	SBC / Developers / Third Party Operators	D - Place Making	TBC	Select	£1,000,000	(2016 cost base)	£0	S106	TBC	NEV IDP 2021. Redhouse Community Centre (£1,000,000) providing cost benchmark	
Community & Civic Facilities	Community Centres	New Eastern Villages. Community Hub Lower Lotmead Village	New Eastern Villages . Local Centre Community Hub at Lower Lotmead (including proportion of EYs requirement).	Developer Led. Not commenced	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	SBC / Developers / Third Party Operators	D - Place Making	TBC	Select	£561,000	(2016 cost base)	£0	S106	TBC	NEV IDP 2021. Feasibility for 'Tadpole and Redhouse' Community Centre providing cost benchmark	
Community & Civic Facilities	Libraries	Provision of Library services	Library services at the NEV District Centre - delivered as part of a shared building with other facilities	Ongoing	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite and Offsite.	8580	TBC	SBC / Developers / Third Party Operators	D - Place Making	TBC	Select	£1,712,000	(2016 cost base)	£0	S106	TBC	NEV IDP 2021.	
Community & Civic Facilities	Community Centres	Multi Purpose Flexible Community Space to Support New development - Central Area	Theoretical Project to recognise potential increase in demand for community centres, library space and art and heritage space according to demand generated by growth in housing and population. Notional space of 1,650 sq.m to accommodate demand of 760 community, 350 library and 525 art and heritage space.	Theoretical Project based on Reg18 Growth Figures	Local Area		Swindon's Central Area	Onsite	5300	TBC	SBC / Developers / Third Party Operators	D - Place Making	TBC	Across Plan Period	TBC		£0	S106	TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)	
Community & Civic Facilities	Community Centres	Multi Purpose Flexible Community Space to Support New development - Urban	Theoretical Project to recognise potential increase in demand for community centres, library space and art and heritage space according to demand generated by growth in housing and population. Notional space of 1000 sq.m to accomodate demand of 480 community, 220 library and 330 art and heritage space.	Theoretical Project based on Reg18 Growth Figures	Local Area		Urban Area	Onsite	3340	TBC	SBC / Developers / Third Party Operators	D - Place Making	TBC	Across Plan Period	TBC		£0	S106	TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)	
Community & Civic Facilities	Community Centres	Multi Purpose Flexible Community Space to Support New development - Kingsdown	Masterplan proposal for Kingsdown includes mixed use local centre which is envisaged to include a range of facilities that could possibly include a local food store, other retail uses and community uses. A diverse mix of uses will contribute towards making this area an active and vibrant place throughout the day. The final mix will be agreed with SBC through section 106 agreement - to be updated at Reg 19 IDP .	Developer Led. Not commenced	Local Area		Strategic Allocations: Kingsdown	Onsite	1850	TBC	SBC / Developers / Third Party Operators	D - Place Making	TBC	Across Plan Period	TBC		£0	S106	TBC	Existing masterplan proposals details to be confirmed through S106	
Community & Civic Facilities	Community Centres	Multi Purpose Flexible Community Space to Support New development - Highworth	Theoretical Project to recognise potential increase in demand for community centres, library space and art and heritage space according to demand generated by growth in housing and population. Notional space of 450 sq.m to accommodate demand of 220 community, 100 library and 100 art and heritage space.	Theoretical Project based on Reg18 Growth Figures	Local Area		Highworth, Blunsdon and rural north	Onsite	1520	TBC	SBC / Developers / Third Party Operators	D - Place Making	TBC	Across Plan Period	TBC		£0	S106	TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)	
Community & Civic Facilities	Community Centres	Multi Purpose Flexible Community Space to Support New development - Wroughton	Theoretical Project to recognise potential increase in demand for community centres, library space and art and heritage space according to demand generated by growth in housing and population. Notional space of 350 sq.m to accommodate demand of 180 community, 80 library and 80 art and heritage space.	Theoretical Project based on Reg18 Growth Figures	Local Area		Wroughton and rural south west	Onsite	1230	TBC	SBC / Developers / Third Party Operators	D - Place Making	TBC	Across Plan Period	TBC		£0	S106	TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)	
Community & Civic Facilities	Cemeteries	Swindon Cemetery Capacity Expansion Options	There were three options proposed in the July 2024 burial strategy, with solutions at Kingsdown the current preferred option. Highworth cemetery expansion no longer pursued as option. Remaining Kingsdown options are at early stages and require further investigation for viability. <ul style="list-style-type: none"> Option 1: Extension to Kingsdown Cemetery, currently used approx. 40 / 709 plots (3,200). Potential to extend on two parcels of SBC owned land, with potential capacity of 200 and 800 plots each, both sites yet to be assessed. One additional adjacent site, not under SBC ownership may provide up to 800 plots, yet to be assessed. Option 2: Extension to Kingsdown Cemetery (2), a large field immediately north of the cemetery was offered as part of the call for sites program with potential capacity for over 3,000 plots (42,000sqm) 	Identified Need	City Wide	Kingsdown or Highworth Cemetery	N/A - Boroughwide	N.a	TBC	TBC	Swindon Borough Council	C - Policy Priority	TBC	Across Plan Period	TBC		£0		TBC	Swindon Burial Requirements (2024), Swindon Borough Council	
Sports and Recreation	Indoor Leisure and Recreation	Heath Hydro	Enhancement of the Heath Hydro as a leisure and health & wellbeing hub. Residents, visitors and development across the Borough will benefit from an improved environment but more specifically it will support regeneration and growth within the Town Centre	Planned	City Wide		Swindon's Central Area	N.a	5300	TBC	Swindon Borough Council	C - Policy Priority	2024	Short Term	£6,500,000		£0	Towns Fund and SBC Capital Funding	TBC	IDP 2021. Town Investment Plan (Stantec)	
Sports and Recreation	Indoor Leisure and Recreation	Dorcan Recreation Complex Upgrade	Upgrade Sports Hall at Dorcan Recreation Complex to support school and community use (funding unsecured)	Identified Need	Local Area		Urban Area	N.a	3340	TBC	Swindon Borough Council	C - Policy Priority	TBC	Short Term	TBC		£0		TBC	Draft Indoor and Built Sports Facilities Strategy (2024), KKP	
Sports and Recreation	Indoor Leisure and Recreation	Highworth Recreation Centre Sports Hall and Pool Investment	Highworth Recreation Centre Sports Hall and Pool require short term investment to maintain facilities for community use	Identified Need	Local Area		Highworth, Blunsdon and rural north	N.a	1520	TBC	Swindon Borough Council	C - Policy Priority	TBC	Short Term	TBC		£0		TBC	Draft Indoor and Built Sports Facilities Strategy (2024), KKP	
Sports and Recreation	Indoor Leisure and Recreation	Link Centre Swimming Pool Expansion	Potential expansion to the pool facilities in The Link Centre to an 8-lane pool	Identified Need	Local Area		Urban Area	N.a	3340	TBC	Swindon Borough Council	C - Policy Priority	TBC	Short Term	TBC		£0		TBC	Draft Indoor and Built Sports Facilities Strategy (2024), KKP	
Sports and Recreation	Indoor Leisure and Recreation	Ridgeway Leisure Centre Upgrade	Significant upgrade to Ridgeway Leisure Centre to cater for local need	Identified Need	Local Area		Wroughton and rural south west	N.a	1230	TBC	Swindon Borough Council	C - Policy Priority	TBC	Short Term	TBC		£0		TBC	Draft Indoor and Built Sports Facilities Strategy (2024), KKP	
Sports and Recreation	Indoor Leisure and Recreation	Oasis Leisure Centre Upgrade	Determine a long-term site solution to Oasis Leisure Centre (possibly as a leisure pool and 8-court sports hall)	Identified Need	Local Area		Swindon's Central Area	N.a	5300	TBC	Swindon Borough Council	C - Policy Priority	TBC	Medium Term	TBC		£0		TBC	Draft Indoor and Built Sports Facilities Strategy (2024), KKP	
Sports and Recreation	Indoor Leisure and Recreation	New wet and dry community leisure facility for future Growth	Provision for a new wet and dry community leisure facility (subject to funding and securing necessary land)	Identified Need	City Wide	TBC	N/A - Boroughwide	N.a	TBC	TBC	Swindon Borough Council	C - Policy Priority	TBC	Across Plan Period	TBC		£0		TBC	Draft Indoor and Built Sports Facilities Strategy (2024), KKP	
Sports and Recreation	Outdoor Sports and Recreation	Existing Swindon Outdoor Sport Facility Investment to Support Growth and Existing Population	Key sites requiring improvement / investment: <ul style="list-style-type: none"> Blunsdon Recreation Ground: Football facilities Croft Sports Centre: Football facilities Highworth Town Football Club: Football facilities Hooper's Field: Football Facilities Meadowcroft Recreation Ground: Football facilities Pembroke Gardens: Football facilities Ridgeway Leisure Centre: Football facilities Swindon Gas Sports and Social Club: Football facilities Supermarine Sports and Social Club: Rugby Union facilities Swindon Rugby Football Club: Rugby Union & Rugby League facilities Abbey Park School (Northside Campus): Hockey facilities Dorcan Recreation Complex: Hockey, tennis and netball facilities Delta Tennis Centre: Tennis facilities Highworth Tennis Club: Tennis facilities Hydriard Park Academy: Netball facilities Nove Hreod Academy: Netball facilities Swindon Stadium: Speedway facilities 	Identified Need	City Wide		N/A - Boroughwide	N.a	TBC	TBC	SBC / Operators	C - Policy Priority	TBC	Across Plan Period	TBC		£0		TBC	Swindon Playing Pitch and Outdoor Sports Strategy (2025) Swindon Borough Council	
Sports and Recreation	Outdoor Sports and Recreation	Outdoor Sport Provision to Support New development - Central Area	Theoretical Project to recognise potential increase in demand for outdoor sport provision according to demand generated by growth in housing and population. Demand for 22.2 hectares of provision (playing pitches, other outdoor sports space, and childrens play)	Theoretical Project based on Reg18 Growth Figures	Local Area	TBC	Swindon's Central Area	On and Off Site	5300		Swindon Borough Council / developers	C - Policy Priority	TBC	Across Plan Period	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)	
Sports and Recreation	Outdoor Sports and Recreation	Outdoor Sport Provision to Support New development - Urban Area	Theoretical Project to recognise potential increase in demand for outdoor sport provision according to demand generated by growth in housing and population. Demand for 13.9 hectares of provision (playing pitches, other outdoor sports space, and childrens play)	Theoretical Project based on Reg18 Growth Figures	Local Area	TBC	Urban Area	On Site	3340		Swindon Borough Council / developers	C - Policy Priority	TBC	Across Plan Period	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)	
Sports and Recreation	Outdoor Sports and Recreation	Outdoor Sport Provision to Support New development - Wichelstowe	Theoretical Project to recognise potential increase in demand for outdoor sport provision according to demand generated by growth in housing and population. Demand for 13.9 hectares of provision (playing pitches, other outdoor sports space, and childrens play)	Theoretical Project based on Reg18 Growth Figures	Local Area	Wichelstowe	Strategic Allocations: Wichelstowe	On Site	3320		Swindon Borough Council / Strategic Allocation Developers	C - Policy Priority	TBC	Across Plan Period	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)	
Sports and Recreation	Outdoor Sports and Recreation	Outdoor Sport Provision to Support New development - Highworth	Theoretical Project to recognise potential increase in demand for outdoor sport provision according to demand generated by growth in housing and population. Demand for 7.01 hectares of provision (playing pitches, other outdoor sports space, and childrens play)	Theoretical Project based on Reg18 Growth Figures	Local Area	TBC	Highworth, Blunsdon and rural north	On Site	1520		Swindon Borough Council / developers	C - Policy Priority	TBC	Across Plan Period	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)	
Sports and Recreation	Outdoor Sports and Recreation	Outdoor Sport Provision to Support New development - Wroughton	Theoretical Project to recognise potential increase in demand for outdoor sport provision according to demand generated by growth in housing and population. Demand for 5.1 hectares of provision (playing pitches, other outdoor sports space, and childrens play)	Theoretical Project based on Reg18 Growth Figures	Local Area	TBC	Wroughton and rural south west	On Site	1230		Swindon Borough Council / developers	C - Policy Priority	TBC	Across Plan Period	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)	
Sports and Recreation	Outdoor Sports and Recreation	Outdoor Sport Provision to Support New development - Wanborough	Theoretical Project to recognise potential increase in demand for outdoor sport provision according to demand generated by growth in housing and population. Demand for 1.1 hectares of provision (playing pitches, other outdoor sports space, and childrens play)	Theoretical Project based on Reg18 Growth Figures	Local Area	TBC	Wanborough and rural south east	On Site	260		Swindon Borough Council / developers	C - Policy Priority	TBC	Across Plan Period	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)	

Infrastructure Type	Infrastructure Sub-Type	Project Name	Project Description	Project Status	Project Scale (Sub Regional / City Wide / Local Area)	Location	SBC IDP Sub Area (where applicable)	Project On Site or Off Site	Associated Homes	Associated Jobs	Relevant Delivery Parties	IDP Prioritisation Category	Delivery Timing Details	IDP Phase Short - 2025-2030 Medium - 2030-2040 Longer Term - 2040+	Project Costs (£)	Cost Notes	Secured Funding (£)	Potential Funding Sources	Funding Gap	Project Source	Other Project Details / Comments
Sports and Recreation	Outdoor Sports and Recreation	Local Outdoor Sports 'Hub' Facilities	Indicative sports hub specification - To provide 3-5 sports 'hub' facilities. Each to include a minimum of 4 x adult size playing pitches and associated ancillary uses including a pavilion, changing facilities and an appropriate level of car parking provision. Actual proposals to be aligned to S106 agreement.	Indicative sports hub specification to be appended to S106 agreement.	Local Area	NEV	Strategic Allocations: New Eastern Villages	On Site	8580	TBC	Swindon Borough Council / Strategic Allocation Developers	C - Policy Priority	TBC	Select	£14,842,800	(2016 cost base)	£0	S106	TBC	NEV IDP 2021. The Council's Open Space Calculator calculates the requirements as set out in emerging Local Plan Policy DM29 and Appendix 2 which details specific requirements. Provision to be in accord with the Council's Playing Pitch Strategy, adopted November 2017. NEV GI SPD, Adopted June 2017	There is a requirement to provide an extensive green infrastructure network and public open space as part of the New Eastern Villages.
Emergency Services	Fire and Rescue Service	New Fire Station in North Swindon	Need to secure site for a new fire station in North Swindon to support housing growth. Essential to deal with increasing demand placed on Fire Service by urban expansions and maintain acceptable response times.		City Wide	North Swindon	Urban Area		3340	TBC	Dorset & Wiltshire Fire and Rescue Service	B - Mitigation	TBC	Select	TBC		£0	Existing S106/OIL	TBC	IDP 2021.	Wiltshire Fire & Rescue Service's Community Risk Strategy 2006-2026 (March 2011 Update)
Green Infrastructure	Local - Open Space	Local Open Space Provision to Support New development - Central Area	Theoretical Project to recognise potential increase in demand for local open space provision according to demand generated by growth in housing and population. Demand for 15.2 hectares of provision (general recreational areas and allotments)	Theoretical Project based on Reg18 Growth Figures	Local Area	TBC	Swindon's Central Area	On and Off Site	5300		Swindon Borough Council / developers	D - Place Making	TBC	Across Plan Period	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)	
Green Infrastructure	Local - Open Space	Local Open Space Provision to Support New development - Urban Area	Theoretical Project to recognise potential increase in demand for local open space provision according to demand generated by growth in housing and population.Demand for 9.5 hectares of provision (general recreational areas and allotments)	Theoretical Project based on Reg18 Growth Figures	Local Area	TBC	Urban Area	On Site	3340		Swindon Borough Council / developers	D - Place Making	TBC	Across Plan Period	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)	
Green Infrastructure	Local - Open Space	Local Open Space Provision to Support New development - Wichelstowe	Theoretical Project to recognise potential increase in demand for local open space provision according to demand generated by growth in housing and population. Demand for 9.5 hectares of provision (general recreational areas and allotments)	Theoretical Project based on Reg18 Growth Figures	Local Area	Wichelstowe	Strategic Allocations: Wichelstowe	On Site	3320		Swindon Borough Council / developers	D - Place Making	TBC	Across Plan Period	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)	
Green Infrastructure	Local - Open Space	Local Open Space Provision to Support New development - Highworth	Theoretical Project to recognise potential increase in demand for local open space provision according to demand generated by growth in housing and population. Demand for 4.8 hectares of provision (general recreational areas and allotments)	Theoretical Project based on Reg18 Growth Figures	Local Area	TBC	Highworth, Blunsdon and rural north	On Site	1520		Swindon Borough Council / developers	D - Place Making	TBC	Across Plan Period	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)	
Green Infrastructure	Local - Open Space	Local Open Space Provision to Support New development - Wroughton	Theoretical Project to recognise potential increase in demand for local open space provision according to demand generated by growth in housing and population. Demand for 3.5 hectares of provision (general recreational areas and allotments)	Theoretical Project based on Reg18 Growth Figures	Local Area	TBC	Wroughton and rural south west	On Site	1230		Swindon Borough Council / developers	D - Place Making	TBC	Across Plan Period	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)	
Green Infrastructure	Local - Open Space	Local Open Space Provision to Support New development - Wanborough	Theoretical Project to recognise potential increase in demand for local open space provision according to demand generated by growth in housing and population. Demand for 0.8 hectares of provision (general recreational areas and allotments)	Theoretical Project based on Reg18 Growth Figures	Local Area	TBC	Wanborough and rural south east	On Site	260		Swindon Borough Council / developers	D - Place Making	TBC	Across Plan Period	TBC		£0		TBC	Theoretical Project based on Reg18 Growth Figures from 2025 Infrastructure Calculator (AECOM)	
Green Infrastructure	Local - Open Space	Allotments	A range of allotment sites provided with appropriate plot sizes, easily accessible with associated infrastructure including (where required) car parking provision and water supply across the New Eastern Villages.	NEV GI SPD, Adopted June 2017. Indicative allotment specification to be appended to s106 agreement.	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	Swindon Borough Council / Strategic Allocation Developers	D - Place Making	TBC	Select	£4,092,158	(2016 cost base)	£0	S106	TBC	NEV IDP 2021. Council's Open Space Calculator calculates the requirements as set out in emerging Local Plan Policy DM29 of the Local Plan and Appendix 2, which details specific requirements. NEV GI SPD, Adopted June 2017	There is a requirement to provide an extensive green infrastructure network and public open space as part of the New Eastern Villages.
Green Infrastructure	Local - Open Space	General Recreational Open Space (Land Safeguarded)	Land safeguarded and designed for the provision of General open space (Incorporating Major and Local Open Space).	To be identified and delivered at the planning application stage l to fulfil Local Plan standard.	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite and Offsite.	8580	TBC	Swindon Borough Council / Strategic Allocation Developers	D - Place Making	TBC	Select	TBC		£0	In-Kind provision and/or S106	TBC	NEV IDP 2021. NEV Green Infrastructure SPD (adopted July 2017). The Council's Open Space Calculator calculates the requirements as set out in emerging Local Plan Policy DM29 and Appendix 2 which details specific requirements	There is a requirement to provide an extensive green infrastructure network and public open space as part of the New Eastern Villages.
Green Infrastructure	Local - Open Space	Local Open Space (design, construction and maintenance)	Local open spaces are located within housing areas to serve the informal recreational needs of the immediate community and the play requirements of children. Local open spaces should include a range of LEAPs and NEAPs provided to an adoptable standard across the New Eastern Villages. All play areas to be located at safe, easily accessible and well overlooked by new homes across the New Eastern Villages to benefit existing and new communities. The submission of an open space strategy to support the delivery, implementation and future maintenance and management of open space will be required as part of development. Commuted sums will be required for the long-term maintenance and management of the play provision and the open space.		Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	Swindon Borough Council / Strategic Allocation Developers	D - Place Making	TBC	Select	£3,320,800	(2016 cost base)	£0	S106	TBC	NEV IDP 2021. NEV Green Infrastructure SPD (adopted June 2017). The Council's Open Space Calculator calculates the requirements as set out in emerging Local Plan Policy DM29 and Appendix 2, which details specific requirements.	There is a requirement to provide an extensive green infrastructure network and public open space as part of the New Eastern Villages.
Green Infrastructure	Strategic - Country Parks, Ecological Reserves etc	Major Open Space (design and construction)	These spaces are designated principally for passive recreation serving recreational needs and providing connectivity to surrounding areas. Commuted sums will be required for the long-term maintenance and management of the formal play areas and the surrounding open space.		City Wide	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	Swindon Borough Council / Strategic Allocation Developers	C - Policy Priority	TBC	Select	£34,429,000	(2016 cost base)	£0	S106	TBC	NEV IDP 2021. NEV Green Infrastructure SPD (adopted June 2017). The Council's Open Space Calculator calculates the requirements as set out in emerging Local Plan Policy DM29 and Appendix 2, which details specific requirements.	There is a requirement to provide an extensive green infrastructure network and public open space as part of the New Eastern Villages.
Green Infrastructure	Strategic - Country Parks, Ecological Reserves etc	Great Western Community Forest (GWCF) - NEV contribution	Commuted sums required for GWCF arising from the New Eastern Villages.	Ongoing	Sub regional	NEV	Strategic Allocations: New Eastern Villages	Onsite	8580	TBC	Swindon Borough Council / Strategic Allocation Developers	C - Policy Priority	TBC	Select	£5,511,077	(2016 cost base)	£0	S106	TBC	NEV IDP 2021. NEV GI SPD, Adopted June 2017	There is a requirement to provide an extensive green infrastructure network and public open space as part of the New Eastern Villages.
Green Infrastructure	Strategic - Country Parks, Ecological Reserves etc	Kingsdown SANG Provision	Natural England negotiated SANG provision as part of Kingsdown development	Ongoing	Local Area		Strategic Allocations: Kingsdown	off site	1850	TBC	Swindon Borough Council / Strategic Allocation Developers / Natural England	C - Policy Priority	TBC	Select	TBC		£0		TBC	AECOM Reg 18 IDP Research and Engagement 2025	
Green Infrastructure	Strategic - Country Parks, Ecological Reserves etc	Great Western Community Forest (GWCF)	Identified area within Borough which forms part of GWCF. A number of existing sites already identified. GWCF forms part of Western Forest - first National Forest	Ongoing	Sub regional		N/A - Boroughwide	off site	TBC	TBC	Swindon Borough Council / Wiltshire Wildlife Trust	C - Policy Priority	TBC	Select			£0		TBC	AECOM Reg 18 IDP Research and Engagement 2025	Community planting programmes linked to Trees for Climate
Green Infrastructure	Strategic - Country Parks, Ecological Reserves etc	Western Forest	National forest initiative bringing together local community forests	ongoing	sub-regional		N/A - Boroughwide	off site	TBC	TBC	Swindon Borough Council / Wiltshire Wildlife Trust / West of England Nature Partnership	C - Policy Priority	TBC	Select	TBC		£0		TBC	AECOM Reg 18 IDP Research and Engagement 2025	New National Forest initiative which GWCF is part
Green Infrastructure	Strategic - Country Parks, Ecological Reserves etc	Nature Reserve	Opportunities to enhance nature conservation.	Ongoing design work to establish the delivery of the Nature Reserve as part of the NEV.	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite and Offsite.	8580	TBC	Swindon Borough Council / Strategic Allocation Developers	C - Policy Priority	TBC	Select	£6,906,000	(2016 cost base)	£0	S106	TBC	NEV IDP 2021. NEV Green Infrastructure SPD (adopted June 2017). The Council's Open Space Calculator calculates the requirements as set out in emerging Local Plan Policy DM29 and Appendix 2, which details specific requirements.	There is a requirement to provide an extensive green infrastructure network and public open space as part of the New Eastern Villages.
Green Infrastructure	Strategic - Country Parks, Ecological Reserves etc	Swindon Forest Meadows	Create, restore, enhance and better manage habitats throughout Swindon Borough. 170hectares over 12 sites	Ongoing .	City wide		N/A - Boroughwide	off site	TBC	TBC	Swindon Borough Council / Wiltshire Wildlife Trust	C - Policy Priority	TBC	Select	TBC		£0		TBC	AECOM Reg 18 IDP Research and Engagement 2025	Partnership between SBC and Wiltshire Wildlife Trust covering many sitesincluding River Ray corridor, Seven Filds, Wroughton, Highworth, Rodbourne Cheney and 5 Wiltshire Wildlife Trust Reserves
Green Infrastructure	Strategic - Country Parks, Ecological Reserves etc	Tree Equity Programme	Idea all communities have equitable access to the benefits of trees where they live. Tree equity score		Local Area		N/A - Boroughwide	off site	TBC	TBC	Swindon Borough Council/ Woodland Trust	C - Policy Priority	TBC	Select	TBC		£0		TBC	AECOM Reg 18 IDP Research and Engagement 2025	Working with Woodland Trust to understand tree equity in the Borough
Green Infrastructure	Strategic - Country Parks, Ecological Reserves etc	Trees for Climate	Woodland creation grant scheme linked to GWCF	Ongoing	Sub regional		N/A - Boroughwide	off site	TBC	TBC	Swindon Borough Council / DEFRA / Woodland Trust	C - Policy Priority	TBC	Select	Secured - amount unknown		Secured - amount unknown	DEFRA Grant	0	AECOM Reg 18 IDP Research and Engagement 2025	Grants to support development of Community Forest. 50+ projects for halo counties
Green Infrastructure	Strategic - Country Parks, Ecological Reserves etc	Local Nature Recovery Strategy for Wiltshire and Swindon	County focused as part of national nature recovery network. Identifies priorities and measures for biodiversity throughout Borough	Draft	Sub regional		N/A - Boroughwide	off site	TBC	TBC	Swindon Borough Council / Wiltshire Wildlife Trust	C - Policy Priority		Select			£0		TBC	AECOM Reg 18 IDP Research and Engagement 2025	Identifies spatial priorities and measures to recover biodiversity

Infrastructure Type	Infrastructure Sub-Type	Project Name	Project Description	Project Status	Project Scale (Sub Regional / City Wide / Local Area)	Location	SBC IDP Sub Area (where applicable)	Project On Site or Off Site	Associated Homes	Associated Jobs	Relevant Delivery Parties	IDP Prioritisation Category	Delivery Timing Details	IDP Phase Short - 2025-2030 Medium - 2030-2040 Longer Term - 2040+	Project Costs (£)	Cost Notes	Secured Funding (£)	Potential Funding Sources	Funding Gap	Project Source	Other Project Details / Comments
Green Infrastructure	Strategic - Country Parks, Ecological Reserves etc.	A Waterway for Good	Restoration of the Wilt and Berks Canal		Sub regional		N/A - Boroughwide	off site	TBC	TBC	Wills & Berks Canal Partnership / Wills & Berks Canal Trust.	D - Place Making		Select			£0		TBC	AECOM Reg 18 IDP Research and Engagement 2025	Wills & Berks Canal Trust seek to restore the canal that runs through south of Swindon
Green Infrastructure	Strategic - Country Parks, Ecological Reserves etc.	North Wessex Downs National Landscape Projects	Various projects within National Landscape - Mend the Gap, Dark Skies, Partnerships for Nature, farming in Protected Landscapes	Ongoing	Sub regional		N/A - Boroughwide	off site	TBC	TBC	North Wessex Downs National Landscape	C - Policy Priority		Select			£0		TBC	AECOM Reg 18 IDP Research and Engagement 2025	Mend the Gap - soften the scars of electrification of Great Western mainline funded by Network Rail, Dark Skies campaign to minimise light pollution, Partnerships for Nature is DEFRA funded project to restore various habitats
Energy	Electricity Distribution	SSEN Network Bulk Supply Point capacity Enhancements	The following reinforcement works are planned by SSEN relevant to Swindon Area : - Establish a 132kV switchboard at Swindon BSP and reconfigure the Galileo – Stratton – Toothill 132kV network to alleviate Safe Control of Operations (SCO) issues - Swindon – transmission and distribution reinforcement completion March 2028 - Toothill BSP – transmission reinforcement completion March 2028, distribution reinforcement March 2027 - Galileo – Transmission reinforcement completion date March 2028 - Stratton (2 x 90) – Distribution Reinforcement Completion Date March 2028 - Stratton (2 x 60) – Distribution Reinforcement Completion Date March 2028	Planned	City Wide		N/A - Boroughwide	off site	TBC	TBC	SSEN	A - Unlocking Sites	2028	Short Term		TBC	£0	SSEN	TBC	REF 1 - Network Capacity Map (access May 2025) Scottish and Southern Electricity Network https://network-maps.ssen.co.uk/	
Energy	Electricity Distribution	SSEN Future Generation and Storage Capacity	SSEN's Distribution Future Energy Scenarios 2024 (Ref 2) demonstrates that they will be increasing the generation and storage capacity of the licence area for the Southern England from 3.5 GW. The current pipeline indicates that the capacity would increase to 23.6 GW. This substantial increase will be to cover the increase demand for electricity due to the electrification of heating, electric vehicle and data centres.	Planned	Sub regional		N/A - Boroughwide	off site	TBC	TBC	SSEN	A - Unlocking Sites		Across Plan Period		TBC	£0	SSEN	TBC	REF 1 - Network Capacity Map (access May 2025) Scottish and Southern Electricity Network https://network-maps.ssen.co.uk/	
Energy	Electricity Distribution	SSEN Primary Substation network Reinforcements to support Planned Growth	SSEN Primary Substation network Reinforcements to support Planned Growth	Theoretical Project based on Reg18 Growth Figures	City Wide		N/A - Boroughwide	off site	TBC	TBC	SSEN	A - Unlocking Sites		Across Plan Period		TBC	£0	SSEN / Developers	TBC	AECOM Reg 18 IDP Research and Engagement 2025	
Energy	Electricity Distribution	Site Specific electriclity distribution infrastructure required to support delivery of new Development across Sub Areas	Electricity connections and local supply point upgrades associated with new Development to cater for an increase in electricity demand. Specifics of project requirements to be developed as sites are assessed in more detail prior to Reg 19 local plan	Theoretical Project based on Reg18 Growth Figures	City Wide		N/A - Boroughwide	Onsite and Offsite.	TBC	TBC	SSEN / Developers	A - Unlocking Sites		Across Plan Period		TBC	£0	SSEN / Developers	TBC	AECOM Reg 18 IDP Research and Engagement 2025	
Energy	Gas Distribution	Site Specific Gas distribution infrastructure required to support delivery of new Commercial Development across Swindon	Gas connections and local supply upgrades associated with new Commercial Development sites. Specifics of project requirements to be developed as sites are progressed in more detail.	Theoretical Project based on Reg18 Growth Figures	City Wide		N/A - Boroughwide	Onsite and Offsite.	TBC	TBC	Wales & West Utilities / Developers	A - Unlocking Sites		Across Plan Period		TBC	£0	Wales & West Utilities / Developers	TBC	AECOM Reg 18 IDP Research and Engagement 2025	
Energy	Renewables	Alpha Building Europa Park, Stratton St Margaret - Solar panels	Solar Photovoltaics Project	Planning Permission Granted	Local Area		Urban Area		3340	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Amazon, Symmetry Park - Solar Panels	Solar Photovoltaics Project with capacity of 3.26 MW	Planning Permission Granted	Local Area		Strategic Allocations: New Eastern Villages		8580	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Arkwright Road, Groundwell Industrial Estate - Solar Panels	Solar Photovoltaics Project with capacity of 0.91 MW	Under Construction	Local Area		Highworth, Blunsdon and rural north		1520	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Berkeley Farm Dairy, Swindon Road - Solar Panels	Solar Photovoltaics Project with capacity of 0.6 MW	Planning Permission Granted	Local Area		Wroughton and rural south west		1230	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Big Yellow Self Storage, Drakes Way - Solar Panels	Solar Photovoltaics Project with capacity of 0.16 MW	Planning Permission Granted	Local Area		Urban Area		3340	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Brindley Close (Extension)	Stand-alone Battery Storage Project with capacity of 6 MW	Under Construction	Local Area		Urban Area		3340	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Building ONE	Solar Photovoltaics Project with capacity of 1.2 MW	Under Construction	Local Area		Wroughton and rural south west		1230	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Catsbrain Farm - Battery Storage	Stand-alone Battery Storage Project with capacity of 30 MW	Planning Permission Granted	Local Area		Urban Area		3340	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Corner Copse Solar Farm	Solar Photovoltaics Project with capacity of 49.9 MW	Planning Permission Granted	Local Area		Highworth, Blunsdon and rural north		1520	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Corner Copse Solar Farm	Co-located Battery Storage Project	Planning Permission Granted	Local Area		Highworth, Blunsdon and rural north		1520	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	David Lloyd, Latham Road, Abbey Meads - Solar Panels	Solar Photovoltaics	Planning Permission Granted	Local Area		Urban Area		3340	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Honda Motor Europe Logistics NV, Viscount Way - Solar Panels	Solar Photovoltaics Project with capacity of 0.4 MW	Planning Permission Granted	Local Area		Highworth, Blunsdon and rural north		1520	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Keypoint Industrial Estate	Advanced Conversion Technologies Project with capacity of 14.5 MW	Planning Permission Granted	Local Area		Urban Area		3340	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Keypoint, South Marston - Solar panels	Solar Photovoltaics Project with capacity of 1.09 MW	Planning Permission Granted	Local Area		Highworth, Blunsdon and rural north		1520	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Newcome Drive - Solar Panels	Solar Photovoltaics Project	Planning Permission Granted	Local Area		Swindon's Central Area		5300	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Orbital Shopping Park, North Swindon District Centre - Solar panels	Solar Photovoltaics Project with capacity of 2 MW	Planning Permission Granted	Local Area		Urban Area		3340	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Parsonage Road, Stratton St Margaret - Solar Panels	Solar Photovoltaics Project with capacity of 0.52 MW	Planning Permission Granted	Local Area		Urban Area		3340	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Rivermead Drive, Rivermead Industrial Estate - Solar Panels	Solar Photovoltaics Project with capacity of 0.23 MW	Planning Permission Granted	Local Area		Urban Area		3340	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Sainsburys, Paddington Drive - Solar Panels	Solar Photovoltaics Project with capacity of 0.38 MW	Planning Permission Granted	Local Area		Urban Area		3340	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Unit O, Penzance Drive - Solar Panels	Solar Photovoltaics Project with capacity of 1.96 MW	Planning Permission Granted	Local Area		Urban Area		3340	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Energy	Renewables	Wood Farm, Swindon Road - Solar Panels	Solar Photovoltaics Project with capacity of 0.18 MW	Planning Permission Granted	Local Area		Wroughton and rural south west		1230	TBC	Scheme Promoters	C - Policy Priority	TBC	Select		TBC	£0		TBC	Renewable Energy Planning Database: quarterly extract (April 2025)	
Waste Management	Waste collection, disposal and planning	New Household Waste Recycling Centre (preferred site - East Swindon)	Additional site for Household Waste Recycling Centre to support Swindon's growth (preferred East Swindon site) (projected deliver for 2022, but not evidence this has been delivered yet)	Not started	Local Area	East Swindon preferred	Urban Area		3340	TBC	Swindon Borough Council	B - Mitigation	TBC	Select	£1,500,000	(estimated 2013)	£0		£1,500,000	IDP (2013)	
Waste Management	Waste collection, disposal and planning	On-site dwelling waste provision. (wheelie bins / rec. boxes)	Design solutions for the appropriate storage of domestic wheelie bins and recycling bins.	Ongoing review	Local Area	NEV	Strategic Allocations: New Eastern Villages	Onsite and Offsite.	8580	TBC	Swindon Borough Council	B - Mitigation	TBC	Select	£597,600	(2019 cost base)	£0	S106	TBC	NEV IDP 2021. Municipal Waste Management Strategy	

Infrastructure Type	Infrastructure Sub-Type	Project Name	Project Description	Project Status	Project Scale (Sub Regional / City Wide / Local Area)	Location	SBC IDP Sub Area (where applicable)	Project On Site or Off Site	Associated Homes	Associated Jobs	Relevant Delivery Parties	IDP Prioritisation Category	Delivery Timing Details	IDP Phase Short - 2025-2030 Medium - 2030-2040 Longer Term - 2040+	Project Costs (£)	Cost Notes	Secured Funding (£)	Potential Funding Sources	Funding Gap	Project Source	Other Project Details / Comments
Digital Infrastructure	Digital Communications (mobile and broadband)	Improved Digital Connectivity in Urban and Rural Areas	Reduce demand for travel from those making journeys due to poor or unreliable digital connectivity and improve connection reliability for public transport users, with schemes including continued rollout of 5G technology. Provision of digital infrastructure also delivers opportunities for business transformation and enables new business models to emerge, and could slightly reduce car use due to more online meetings/work practices. Better digital connectivity can reduce the need for physical co-location. Subsequently, peak times on SRN can be less busy and spread over a longer time, as people are less reliant on the traditional commute. This may lessen the need for people to live in close proximity to traditional work centres – therefore, people can be dispersed more across the region, lessening pressure on traditional congested areas.		City Wide		N/A - Boroughwide		TBC	TBC	Swindon Borough Council / BT Openreach / CityFibre/Virgin Media	B - Mitigation	TBC	Select	TBC		£0	TBC	TBC	England's Economic Heartland Project Schedule.	Project reference: EEH000006A. Submitted by England's Economic Heartland based on: EEH Transport Strategy: Connecting People, Transforming Journeys (February 2021) EEH Connectivity Study 4: Thames Valley - Northampton EEH Connectivity Study 5: Southern East West Movements Swindon – Didcot – Oxford Connectivity Study
Flood Risk and Water Management	Water Supply	Thames Water Short Term Supply Management-Moultsfourd groundwater source	Undertake design and construction of the Moultsfourd groundwater source to ensure its output will be available by 2033 prior to adopting a 1 in 200-year resilience model. This would entail the construction of an abstraction borehole in unconfined Chalk north of Streetley on the west bank of the River Thames. Water abstracted from the borehole will be treated at the existing Cleeve Water Treatment Works located on the eastern side of the River Thames.	Planned	Sub Regional		N/A - Boroughwide	off site	TBC	TBC	Thames Water	A - Unlocking Sites	2025-2030	Short Term	TBC		£0	Thames Water	TBC	Thames Water Draft Resources Management Plan (2024), Thames Water + Swindon Borough Council Draft Water Cycle Study (2024)	
Flood Risk and Water Management	Water Supply	Thames Water Medium Term Supply Management - The South East Strategic Reservoir (SESRO - Abingdon)	The South East Strategic Reservoir (SESRO) is planned and construction is to begin 2029/2030 with the reservoir to be open by 2040. The new SESRO reservoir will be located in the Upper Thames catchment, south west of Abingdon in Oxfordshire. The reservoir will be filled with water from the River Thames in winter, when there is plenty of water in the river, and when river levels drop, or demand for water increases, water would be released from the reservoir back into the river for re-abstraction downstream. Implementation of the new SESRO would create a surplus; providing resilience for neighbouring WRZ's	Planned	Sub Regional		N/A - Boroughwide	off site	TBC	TBC	Thames Water	A - Unlocking Sites	2030-2045	Medium Term	TBC		£0	Thames Water	TBC	Thames Water Draft Resources Management Plan (2024), Thames Water + Swindon Borough Council Draft Water Cycle Study (2024)	
Flood Risk and Water Management	Water Supply	Ashton Keynes WTW Resilience and Trunk Main resilience upgrade	New pressure control mode upgrades will allow systems to run as close to peak license as possible – this will reduce bursts and increase consistency of flow towards Flaxlands and east towards Swindon.	Planned	City Wide		N/A - Boroughwide	off site	TBC	TBC	Thames Water	A - Unlocking Sites		Short Term	TBC		£0	Thames Water	TBC	Thames Water Draft Resources Management Plan (2024), Thames Water + Swindon Borough Council Draft Water Cycle Study (2024)	
Flood Risk and Water Management	Water Supply	Ashton Keynes Sole feed /Island Zone New Water Booster	New Water Booster to be built at Windmill Hill to allow water to travel both into Swindon and towards Royal Wootton Bassett, further increasing resilience in the area.	Planned	City Wide		N/A - Boroughwide	off site	TBC	TBC	Thames Water	A - Unlocking Sites		Short Term	TBC		£0	Thames Water	TBC	Thames Water Draft Resources Management Plan (2024), Thames Water + Swindon Borough Council Draft Water Cycle Study (2024)	
Flood Risk and Water Management	Water Supply	Axford WTW	Improvements to ensure resilience and water quality and further capacity to meet deployable output. Allowing for more water availability in the Swindon BC area.	Planned	City Wide		N/A - Boroughwide	off site	TBC	TBC	Thames Water	A - Unlocking Sites		Short Term	TBC		£0	Thames Water	TBC	Thames Water Draft Resources Management Plan (2024), Thames Water + Swindon Borough Council Draft Water Cycle Study (2024)	
Flood Risk and Water Management	Water Supply	Faringdon to Blunsdon Trunk main	Further work occurring to increase supply velocity and reducing risk from bursts, ensuring supply to Swindon and the wider areas around it	Planned	City Wide		N/A - Boroughwide	off site	TBC	TBC	Thames Water	A - Unlocking Sites		Short Term	TBC		£0	Thames Water	TBC	Thames Water Draft Resources Management Plan (2024), Thames Water + Swindon Borough Council Draft Water Cycle Study (2024)	
Flood Risk and Water Management	Water Supply	Site Specific water supply infrastructure required to support delivery of new Development across Sub Areas	Water Supply connections and local supply point upgrades associated with new Development to cater for additional demand increase. Specifics of project requirements to be developed as sites are assessed in more detail prior to Reg 19 local plan	Theoretical Project based on Reg18 Growth Figures	City Wide		N/A - Boroughwide	Onsite and Offsite.	TBC	TBC	Thames Water / Developers	A - Unlocking Sites	TBC	Across Plan Period	TBC		£0	Developer / Thames Water	TBC	AECOM Reg 18 IDP Research and Engagement 2025	
Flood Risk and Water Management	Flood Risk Management	Site Specific Floodrisk Infrastructure required to support delivery of new Development across Sub Areas	Flood risk and drainage associated with new Development. Specifics of project requirements to be developed as sites are assessed in more detail prior to Reg 19 local plan	Theoretical Project based on Reg18 Growth Figures	City Wide		N/A - Boroughwide	Onsite and Offsite.	TBC	TBC	LLFA / SBC / Developer	B - Mitigation	TBC	Across Plan Period	TBC		£0		TBC	AECOM Reg 18 IDP Research and Engagement 2025	
Flood Risk and Water Management	Wastewater Treatment	Swindon Sewage Treatment Works (STW) Upgrade	Swindon STW is being upgraded to provide an increased capacity to accommodate for population increases up to 2031, as well as reducing the amount of phosphorus that is being discharged into the environment as part of the Water Industry National Environment Programme (WINEP). This will see a reduction from 1 mg/l to 0.25 mg/l for the Phosphorus Permit. In addition, there is a project planned to provide an upgrade enabling the site to improve its ability to treat and manage sludge.	Planned	Local Area		Urban Area	off site	3340	TBC	Thames Water	A - Unlocking Sites	TBC	Short Term	TBC		£0	Thames Water	TBC	Thames Water Drainage and Wastewater Management Plan (2024), Thames Water + Swindon Borough Council Draft Water Cycle Study (2024)	
Flood Risk and Water Management	Wastewater Treatment	Highworth Sewage Treatment Works (STW) Upgrade	Upgrade is planned for Highworth STW, which aims to improve the STW's ability to treat the volumes of incoming sewage, reducing the need for untreated discharges in wet weather. The scheme is due to complete in 2026. Highworth STW is being upgraded to accommodate for growth highlighted in the local plan up to 2036, as well as reducing the amount of Phosphorus that is being discharged into the environment as part of the WINEP. This will see an introduction of a 0.25 mg/l Phosphorus Permit.	Planned	Local Area		Highworth, Blunsdon and rural north	off site	1520	TBC	Thames Water	A - Unlocking Sites	TBC	Short Term	TBC		£0	Thames Water	TBC	Thames Water Drainage and Wastewater Management Plan (2024), Thames Water + Swindon Borough Council Draft Water Cycle Study (2024)	
Flood Risk and Water Management	Wastewater Treatment	Blunsdon Sewage Treatment Works (STW) Upgrade	Upgrade is planned for Blunsdon STW for the period 2025 – 2030 which will ensure a higher quality of treated effluent. Blunsdon STW is being upgraded to accommodate for growth highlighted in the local plan up to 2036, as well as reducing the amount of Phosphorus that is being discharged into the environment as part of the WINEP. This will see an introduction of a 0.4 mg/l Phosphorus Permit.	Planned	Local Area		Highworth, Blunsdon and rural north	off site	1520	TBC	Thames Water	A - Unlocking Sites	TBC	Short Term	TBC		£0	Thames Water	TBC	Thames Water Drainage and Wastewater Management Plan (2024), Thames Water + Swindon Borough Council Draft Water Cycle Study (2024)	
Flood Risk and Water Management	Wastewater Treatment	Wanborough Sewage Treatment Works (STW) Upgrade	Upgrade was planned for Wanborough STW which would improve its ability to treat volumes of incoming sewage, reducing the need for untreated discharges in wet weather. The scheme was due to complete in 2024. Wanborough STW is being upgraded to provide an increased capacity to accommodate for population increases up to 2031. TWUL also expects Wanborough STW to meet all government targets for storm overflows by 2040-2045.	Scheduled for completion 2024	Local Area		Highworth, Blunsdon and rural north	off site	1520	TBC	Thames Water	A - Unlocking Sites	TBC	Short Term	TBC		£0	Thames Water	TBC	Thames Water Drainage and Wastewater Management Plan (2024), Thames Water + Swindon Borough Council Draft Water Cycle Study (2024)	
Flood Risk and Water Management	Wastewater Treatment	Site Specific waste water infrastructure required to support delivery of new Development across Sub Areas	Waste water connections and local treatment work upgrades associated with new Development to cater for an increase in wastewater flow. Specifics of project requirements to be developed as sites are assessed in more detail prior to Reg 19 local plan	Theoretical Project based on Reg18 Growth Figures	City Wide		N/A - Boroughwide	Onsite and Offsite.	TBC	TBC	Thames Water Developer	A - Unlocking Sites	TBC	Across Plan Period	TBC		£0	Developer / Thames Water	TBC	AECOM Reg 18 IDP Research and Engagement 2025	
Energy	Electricity Distribution	Farringdon (Shrivenham, Faringdon, Balck Bourton PSSs)	Installation of additional 33kV circuit between Stratton BSP and Farringdon PSS.	Planned	Local Area		N/A - Boroughwide	off site	TBC	TBC	Scottish and Southern Electricity Networks Distribution	B - Mitigation	2028-2031	Medium Term	TBC			Scottish and Southern Electricity Networks Distribution	TBC	DNOA Outcomes Report November 2024 - Ref. 1124-15	
Energy	Electricity Distribution	Farringdon (Farringdon PSS)	Farringdon PSS reinforcement of 2 x 33/11kV transformers, which would release 14 MVA	Planned	Local Area		N/A - Boroughwide	off site	TBC	TBC	Scottish and Southern Electricity Networks Distribution	B - Mitigation	2028-2031	Medium Term	TBC			Scottish and Southern Electricity Networks Distribution	TBC	DNOA Outcomes Report November 2024 - Ref. 1124-15	
Energy	Electricity Distribution	Cricklade - Minety (Cricklade PSS & Minety Village PSS)	An additional circuit from Cirencester BSP to Cricklade PSS, two additional circuits from Cirencester BSP to Minety Village PSS, and reconfigure the existing ringed network. This would release 73.3 MVA and would address the forecasted issue out to 2050.	Planned	Local Area		N/A - Boroughwide	off site	TBC	TBC	Scottish and Southern Electricity Networks Distribution	B - Mitigation	2030-2035	Medium Term	TBC			Scottish and Southern Electricity Networks Distribution	TBC	DNOA Outcomes Report November 2024 - Ref. 1124-15	