

Swindon Infrastructure Delivery Plan (IDP)

Regulation 18 Report

August 2025

Quality information

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1. Introduction

Context

- 1.1 AECOM has been commissioned by Swindon Borough Council (SBC) to produce an Infrastructure Delivery Plan (IDP). The IDP is a high level, strategic study of the funding and delivery implications of the key strategic infrastructure requirements of the emerging Swindon Borough Council Local Plan 2023-2043.
- 1.2 This report presents a comprehensive understanding of the existing, committed and required infrastructure that is necessary to support future development to 2043.
- 1.3 The main project objectives are to:
 - Provide a comprehensive understanding of the existing, committed and required infrastructure that is necessary to support future development to 2043, at the Swindon Borough level;
 - Provide an accessible vehicle for engagement and consultation with the Swindon community and wider partners.
- 1.4 This current version of the IDP is called a Regulation 18 IDP. This is because its purpose is to support the Regulation 18 Swindon Borough Council Local Plan 2023-2043. Regulation 18 is the first stage of sharing a plan with the public and stakeholders, focusing on what the plan should contain. It is therefore an early stage of the Plan, sharing the proposed ambitions and framework for future development in Swindon Borough, and asking for comments.
- 1.5 Therefore, the level of detail on planned growth (where, what, how, how much and so forth) is, by default, not yet decided. What is contained in the Regulation 18 Plan is Swindon Borough Council's draft preferred option for growth, based on early evidence available and engagement. Once more views and more evidence are gathered, the options for homes and jobs growth will evolve, and with them, the level, type, and location of infrastructure needed to support that growth. Therefore, this Regulation 18 IDP is also just a first draft, which will be updated and refined, based on engagement, other new evidence, and changes in the growth options.
- 1.6 Views will be gathered and taken into account when the next version of the Plan and IDP are drafted for Regulation 19 stage. That is, when the fully drafted Local Plan and its updated evidence (including a Regulation 19 IDP) will be consulted on again, before being submitted to the Secretary of State for Examination.
- 1.7 One of the matters which the Secretary of State will examine when considering whether the Plan is "sound" (i.e. positively prepared, justified, effective, and consistent with national policy) is whether the Plan appropriately meets the areas' needs in terms of homes and jobs and the infrastructure and facilities required to support them, and whether the Plan can be sustainably delivered, based on evidence such as the IDP.

Method

General approach

- 1.8 The study provides an analysis over the period 2023 to 2043, aligning with the Local Plan period. Monitoring information has been provided for the period to 2024, and so the impacts of additional development and growth is tested from that point onwards.
- 1.9 The analysis considers the infrastructure requirements across three horizons:
- Short term (2025-2030): Immediate infrastructure requirements within the next 5 years;
 - Medium term (2030-2040): Emerging infrastructure requirements to 2040; and,
 - Longer term (2040-2043 and beyond): Future infrastructure requirements at the end of the plan period and, where necessary, beyond the plan period.
- 1.10 This IDP has looked at what infrastructure is needed, when, where, and how by:
- first taking into account the current baseline population and infrastructure, i.e. how many people live and work in Swindon Borough at present and what infrastructure they have access to;
 - secondly considering what known infrastructure projects are already in the pipeline (planned for by the Council and other infrastructure providers);
 - then collecting and applying appropriate standard benchmarks of infrastructure provision (for instance the number of persons per square meter of primary healthcare floorspace, based on NHS guidance);
 - to the projected increase in population based on the plans for growth in homes and jobs and patterns of demographic change (such as in the age profile of the population).
- 1.11 Finally, the study has resulted in draft infrastructure requirements – ‘theoretical projects’ – both for the Borough overall and broken down by Swindon Borough Council IDP sub area where relevant.
- 1.12 The whole process will later be run again, based on updated evidence and assumptions on all of the above, at Regulation 19 stage of the plan.
- 1.13 It is worth noting that the IDP has certain limitations, which are common to all estimates and projections of infrastructure requirements. These include that:
- The quality and reliability of the IDP’s outputs are dependent on its inputs, including information from parallel evidence, and information shared by the Council and its stakeholders, including on modelling of demand by other infrastructure providers, some of which have been more engaged and have shared more information and feedback than others.
 - Other evidence often uses different geographies (and sub divisions of the authority areas), making the comparison of information more difficult;
 - All information is subject to change over time as other matters, such as infrastructure delivery and funding models change (for instance, NHS

commissioning being increasingly focused on raising operational efficiencies rather than on new capital projects); and the fact that

- Growth plans and supporting evidence as part of the Local Plan 2023-2043 are produced iteratively. As a result there are minor discrepancies in the growth numbers presented in this IDP compared to the Regulation 18 Plan, due to slight differences in drafting timescales between the two.

Engagement

- 1.14 Two rounds of engagement have been carried out with relevant partners and infrastructure providers in the Swindon area.
- 1.15 For the first (baselining) stage of engagement a bespoke information request proforma was prepared and issued to stakeholders that detailed all the information that was required from them to enable the IDP infrastructure assessment to take place for those areas where additional research is required.
- 1.16 Following this, a second stage of engagement a Technical Stakeholder Workshop was held summarising and verifying the infrastructure baseline, existing issues, and proposals documented through the first stage of engagement, then introducing the emerging assessment of infrastructure requirements from the Regulation 18 growth proposals and associated interim project schedule.
- 1.17 This engagement has informed the Reg 18 IDP document and associated Project Schedule.
- 1.18 Now, at Regulation 18 stage, the Council is engaging on the Reg 18 draft of the IDP more widely, supporting the first stage of sharing the Local Plan with the public and wider stakeholders.
- 1.19 There will also be future stages of engagement to help the Council finalise the Local Plan and evidence base, as well as wider engagement to support the Regulation 19 IDP.

Infrastructure Topics

1.20 The study covers the following infrastructure areas (**Table 1-1**).

Table 1-1: Infrastructure Scope

Infrastructure Categories	Sub Categories
Transport	Highways
	Rail
	Public Transport
	Active Modes
	Freight / Distribution
	Parking
Education	Early Years
	Primary Schools
	Secondary Schools
	Special Educational Needs (SEND)
	Further Education & Adult Learning
	Higher Education
Health and Social Care	Primary Healthcare and Public Health
	Acute and Mental Healthcare
	Social Care
Emergency Services	Ambulance
	Fire and Rescue Services
	Police
Community & Civic Facilities	Community Centres
	Libraries
	Arts and Heritage
	Cemeteries
Sports and Recreation	Indoor Sports and Recreation
	Outdoor Sports and Recreation
Green Infrastructure	Local – Open Space
	Strategic – Country Parks, Ecological Reserves etc
Flood Risk and Water Management (Blue Infrastructure)	Flood Risk Management
	Water Supply
	Wastewater Treatment
Waste Management	Waste collection, disposal & planning
Energy	Electricity Distribution
	Gas Distribution
	Renewables
Digital Infrastructure	Digital communications (mobile and broadband)

2. Context

Swindon Area

- 2.1 The study area encompasses the entirety of Swindon Borough. Swindon Borough is located in the north east of the ceremonial county of Wiltshire, along the M4 corridor and Great Western Main Line between Bristol in the west and London in the east. To the north is the Thames Valley and Cotswolds National Landscape, with the North Wessex Downs National Landscape in the south and south east of the Borough, south of the M4 and east of the A419.
- 2.2 Swindon Borough has a population of over 230,000 people. Swindon has historically been one of the fastest growing towns in the country, identified by Centre for Cities as one of the Fast Growth Cities², and was reportedly the fastest growing town in Europe in the 1980s, following the diversification of its economy away from the railway industry towards advanced manufacturing and services though significant inward investment from national and international businesses.
- 2.3 Swindon is the largest settlement in Wiltshire and the Borough. The next largest settlements within Swindon Borough are the Rural Service Centres of Highworth to the north east and Wroughton to the south. The Larger Villages of Blunsdon, Chiseldon and Wanborough are located near to Swindon urban area, with Blunsdon's location to the north of the town outside of the National Landscape seeing more development in recent years in comparison to Chiseldon and Wanborough.

Policy and Regional Context

- 2.4 The existing Local Plan is the 2011-2026 Local Plan, adopted in 2015. This set a housing requirement of about 22,000 homes and about 120ha of employment over the plan period. Growth was focused in Swindon Central Area (residential, office and main town centre uses); at strategic urban extensions at Wichelstowe, Commonhead, and the New Eastern Villages (mixed residential and employment); and residential strategic sites at Tadpole Farm and Kingsdown. Relatively limited development was planned in the rural area, with development focused primarily at Highworth and Wroughton as the most sustainable of the rural settlements.
- 2.5 Since the 2011-2026 Local Plan was adopted development has been completed at the Commonhead (south east of Swindon), Tadpole Garden Village (north of Swindon) and has been partially complete at Wichelstowe (south of Swindon) at East and Middle Wichel. Significant development remains outstanding at West Wichel, Kingsdown and the New Eastern Villages, in line with the current Local Plan.
- 2.6 Swindon is a major employment hub for a wider hinterland which has strong links to neighbouring Wiltshire (including Royal Wootton Bassett, Purton and Cricklade), Vale of White Horse District (including Shrivenham, Watchfield and to a lesser degree Faringdon), and Cotswold District to the north (including Cirencester and Lechlade). Swindon's most important employment sites are

² Available at: <https://www.centreforcities.org/publication/fast-growth-cities-2021-and-beyond/>

designated as Key Employment Areas, which are located across the urban area and along main road and rail corridors.

- 2.7 The town centre has long been a focus of the Council's attention and investment, with the Council establishing The New Swindon Company and Forward Swindon to facilitate regeneration. The Vision for the Heart of Swindon³ proposals by the Council sets out ambitious plans to create a better Swindon, including an aspiration to deliver high density mixed-use development including office jobs and up to 8,000 homes alongside wider public realm improvements and projects that celebrate Swindon's railway heritage.
- 2.8 Swindon is part of England's Economic Heartland (EEH) which is the sub-national transport body (STB) for the region stretching from Swindon and Oxfordshire across to Hertfordshire and Cambridgeshire, along the Oxford-Cambridge Growth Corridor. EEH advises the Government on the strategic transport priorities for the region, and works to improve existing services and maximise the benefits of forthcoming infrastructure such as East West Rail.
- 2.9 It is noted that infrastructure issues and opportunities may occur on the edges of Swindon or in the wider region, therefore the IDP has considered key inter-relationships with adjoining authorities and sub regions that may impact the study area, including evidence produced by EEH.

³ Available at: https://www.swindon.gov.uk/downloads/file/11236/vision_for_the_heart_of_swindon

3. Growth Context

Context

- 3.1 The Swindon Borough Local Plan sets the strategic development vision and requirements for new development coming forward in the Borough over the period 2023-2043. This includes identifying the types and locations of development that the Council is supportive of.
- 3.2 The Local Development Scheme (March 2025), sets out the timeline the Council has committed to for the Local Plan:
- Public consultation on New Local Plan – Scope, Issues and Preferred Options (Regulation 18) in Summer 2025
 - Public consultation on Pre-submission (Regulation 19) in Spring 2026
 - Submission to the Secretary of State in Autumn 2026
- 3.3 The Infrastructure Delivery Plan informs the plan by providing a detailed assessment of the infrastructure requirements associated with the projected growth set out in the Local Plan.
- 3.4 The emerging Local Plan 2023-2043 will replace the Swindon Borough Local Plan 2011-2026 (adopted in 2015). **Table 3-1** below shows the difference between the existing and the emerging plans, with an overall higher quantum of growth now being planned for: a total of 24,100 dwellings compared to 22,000 in the current plan, although on an annual basis the emerging plan is a lower scale of growth (1,205 dwellings per annum versus the average 1,467 dwellings per annum in the current plan).

Table 3-1: Existing vs Emerging Local Plan Housing Growth

Timeframe	Swindon Local Plan 2011-2026 (Adopted) Housing Requirement	Swindon Local Plan 2043 Preferred Options (Emerging) Housing Requirement
2011 - 2016	1,150 dwellings	-
2016 - 2026	1,625 dwellings	-
2023 - 2043	-	1,205 dwellings
Total	22,000 dwellings	24,100 dwellings
Average per year	1,467 dwellings	1,205 dwellings

- 3.5 **Figure 3-1** shows the Key Diagram and the emerging spatial strategy approach for the emerging Local Plan. The emerging plan has a preferred approach towards sustainable growth through a focus on Town Centre and wider Urban Area housing delivery. This includes contracting the Town Centre boundary for retail use, and encouraging taller, mixed-use development to come forward. The draft Plan seeks to deliver the 'Heart of Swindon' ambitions to revitalise Swindon Town Centre; encouraging investment and increasing footfall.

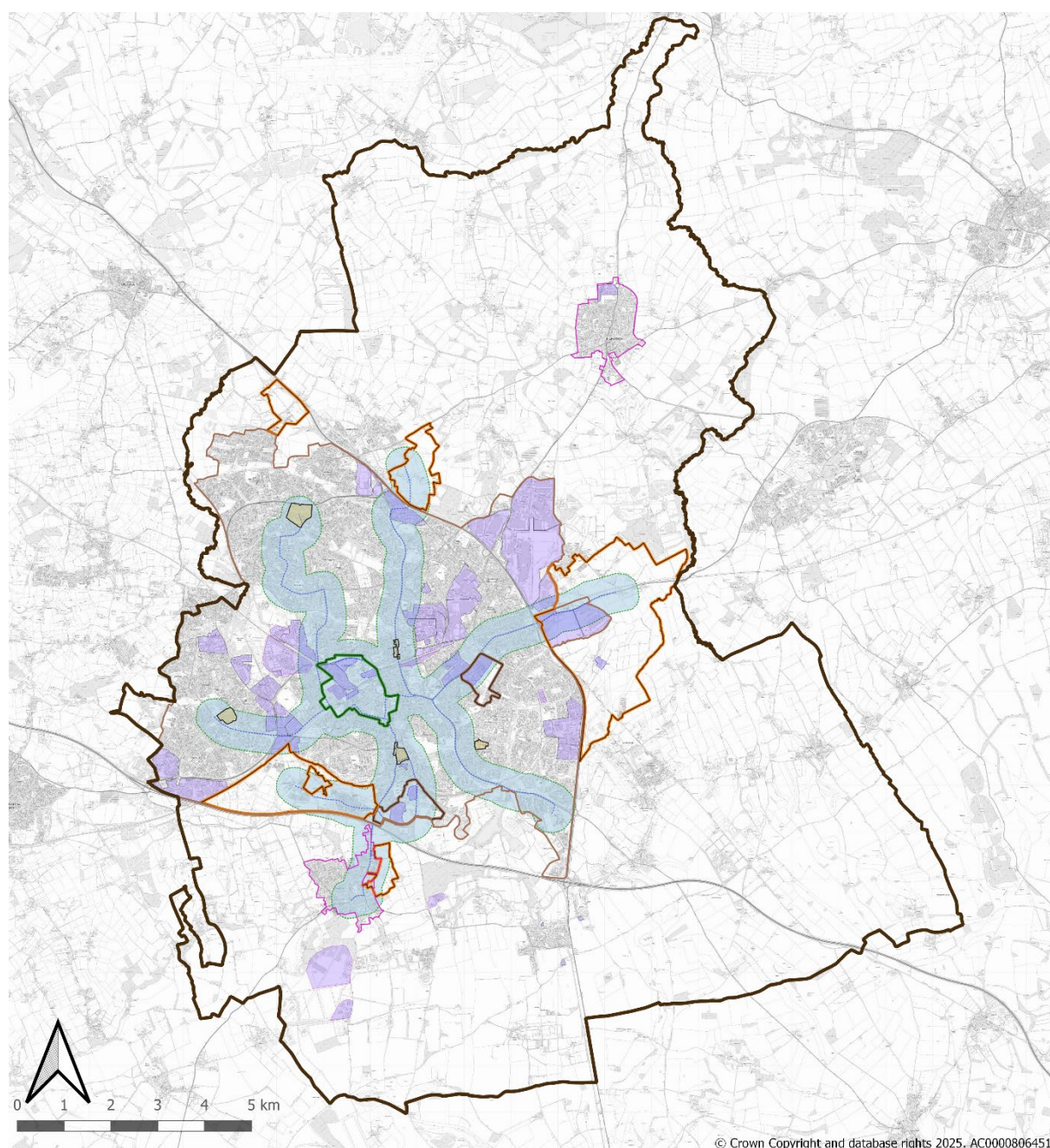


Figure 3-1: Swindon Borough Council Regulation 18 Key Diagram (source: Full Council version 24th July 2025)

3.6 The draft Plan's Spatial Strategy also identifies a number of strategic transit corridors. These are areas where connectivity improvements are most sought to further enhance the opportunities from main roads including for bus transit and Active Travel. They also link the Borough's key strategic development sites such as New Eastern Villages, Kingsdown and Wichelstowe to Swindon Town Centre.

IDP Sub Areas

- 3.7 The emerging local plan is being prepared on a sub-area and growth-area basis which reflects the existing Swindon Local Plan 2011-2026 spatial strategy, existing committed development (through allocations and planning permissions) and the emerging Local Plan 2023-2043 spatial strategy, including new site allocations.
- 3.8 The following sub-areas have been used to inform the IDP, as shown in **Figure 3-2**:
- Swindon Town Centre
 - Swindon urban area (excluding allocations)
 - Strategic allocations
 - New Eastern Villages
 - Kingsdown
 - Wichelstowe
 - Blunsdon, Highworth and rural north
 - Wroughton and rural south
 - Wanborough and rural south east

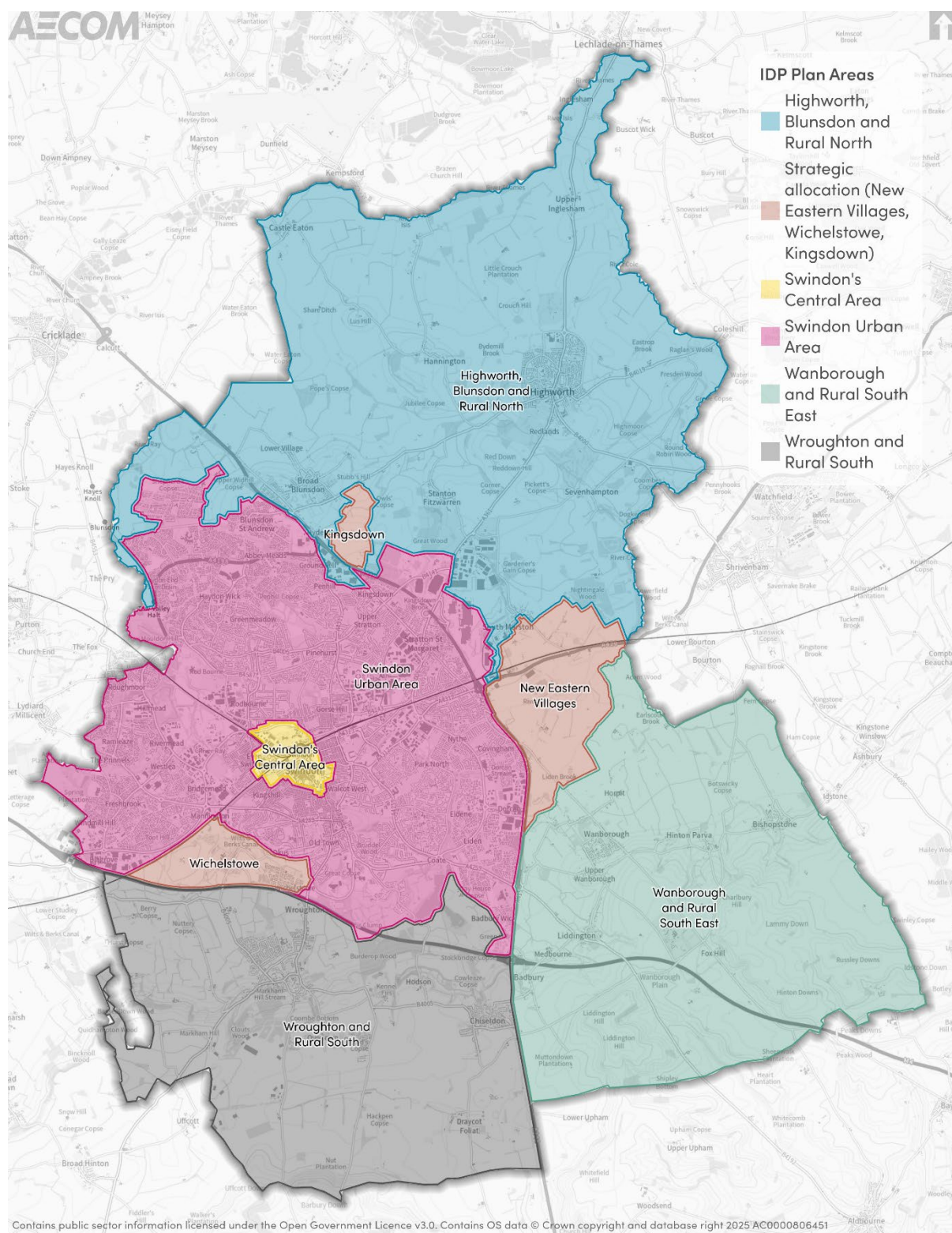


Figure 3-2: Map showing the IDP Plan Areas

Residential Growth

- 3.9 **Figure 3-3** shows the committed and planned for growth in the Borough. A total of 8,700 dwellings are allocated on new sites, with approximately 14,000 dwellings from extant allocations and a further 2,800 dwellings from sites with planning permission.
- 3.10 The existing strategic sites of New Eastern Villages (8,500 dwellings), Kingsdown (1,700 dwellings) and Wichelstowe (3,300 dwellings) make up over half of the housing requirement over the plan period.
- 3.11 Of the sites with planning permission approximately a third (1,100 dwellings) are located in Swindon Urban Area, a third in Swindon Central Area (1,000) and the remainder in the 'Highworth, Blunsdon and Wroughton sub area'.
- 3.12 Half of the new allocations are made in Swindon's Central Area (4,300 dwellings), with a further 2,100 dwellings in Swindon Urban Area. There are a thousand dwellings in the 'Highworth, Blunsdon and Rural North Sub area' and a further thousand dwellings in the 'Wroughton and Rural South sub area'.
- 3.13 The phasing of development shows that the new allocations are predominantly due to be delivered in the mid-latter part of the plan period.

Employment Growth

- 3.14 **Figure 3-4** shows the employment growth context. Employment growth totals 200ha with 145ha of that coming from a single site with planning permission: the Panattoni Park development on the old Honda site, which is to the east of Swindon but within Swindon Urban Area.
- 3.15 The remainder of the allocations (55ha) are located at the New Eastern Villages (20ha), Swindon Urban Area (26ha) and Swindon's Central Area (7ha). The new supply is predominantly industrial use, with potential for office development in the centre.
- 3.16 Beyond Panattoni Park and the New Eastern Villages the new allocations are generally on existing employment sites with identified potential to expand, as set out in the 2025 Employment Land Review.

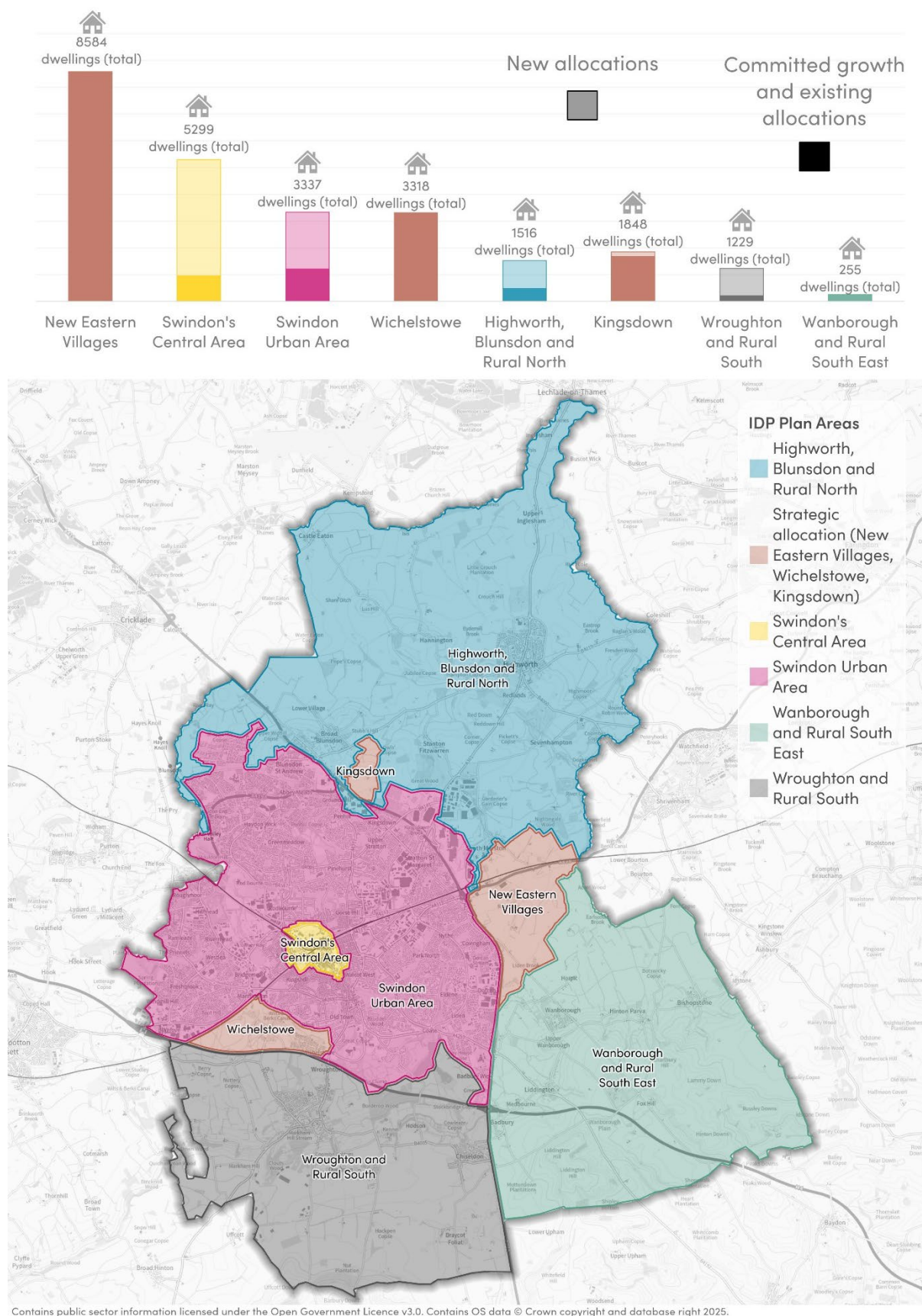


Figure 3-3: Residential Growth across IDP Sub Areas

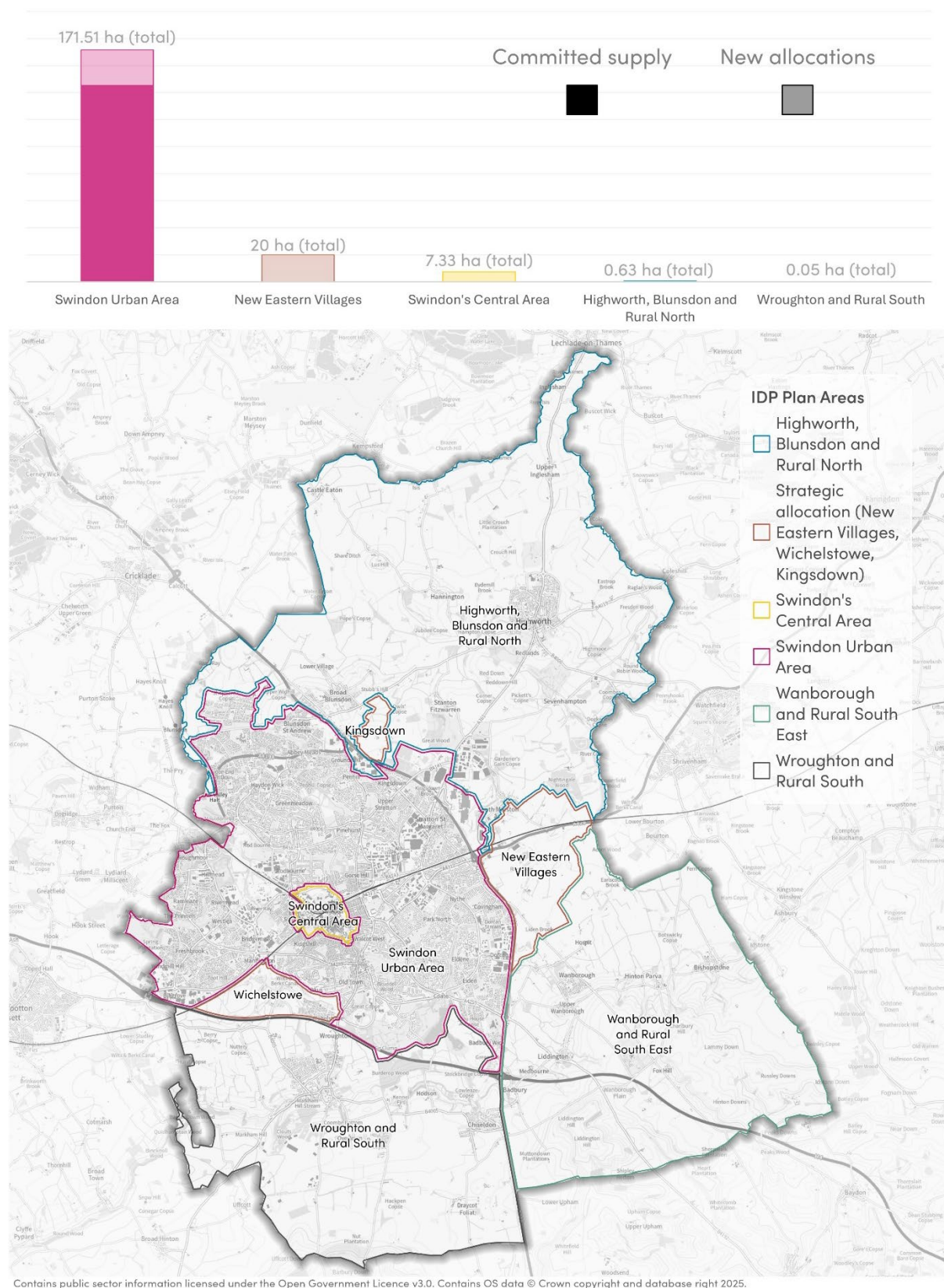


Figure 3-4: Employment Growth across IDP Sub Areas

Summary growth context

3.17 The summary growth context is outlined in **Table 3-2** below.

Table 3-2. Swindon Borough Council Local Plan Growth Context

IDP sub area	Additional Homes Over Plan Period (2024-2043)	Additional Population from new homes (2.2 per household)	Additional Employment Land (ha)	Notes
Swindon Central Area	5,300 (21%)	11,660	7	
Swindon Urban Area	3,340 (13%)	7,350	172	Pannatoni Park permission the majority of the employment (145ha)
Kingsdown	1,850 (7%)	4,070	0	Allocated in the existing Local Plan
New Eastern Villages	8,580 (34%)	18,880	20	Allocated in the existing Local Plan
Wichelstowe	3,320 (13%)	7,300	0	Allocated in the existing Local Plan
Highworth, Blunsdon and Rural North	1,520 (6%)	3,340	1	
Wanborough and Rural South East	260 (1%)	570	0	
Wroughton and Rural South	1,230 (5%)	2,710	0	
Grand Total	25,400	55,880	200	

Source: AECOM analysis of Swindon Borough Council monitoring data

4. Infrastructure Assessment

Transport

Highways

Infrastructure Topic		Transport
Sub Topic		Highways
Infrastructure Delivery	Authority Wide	- The road network in Swindon consists of 'Trunk' roads and 'Principal' roads. The Strategic Road Network (SRN) is made up of the motorways and trunk 'A' roads. In Swindon, the M4 and A419 are located on the SRN. The SRN is managed by National Highways. Non-trunk roads are the roads on the local road network which are the responsibility of SBC as the Local Highway Authority (LHA). SBC also manage 'A' roads which form part of the major road network (MRN). The MRN comprises the country's busiest and most economically important local authority 'A' roads. The A420 in Swindon is part of the MRN and managed by SBC. - National Highways' Road Investment Strategy (RIS) sets the long-term vision and investment priorities for the SRN, informed by national policies and strategies. The current RIS2 (2020-2025) outlines planned enhancements, maintenance, and operations. The future investment priorities will be set out in the upcoming RIS3. The publication of RIS3 has been delayed to April 2026 by the national government's ongoing spending review. - SBC's Local Transport Plan Refresh (LTP4), published in January 2022, sets out a vision which frames the Borough's approach as LHA to transport policy. The vision references promoting inclusivity, maintaining quality, advancing towards net-zero carbon emissions, and improving safety as key facets of the Borough's approach. - The English Devolution White Paper was published in December 2024. Local authority reorganisation and changes to the governance of Swindon may impact the direction of travel in terms of planning and delivering this type of strategic infrastructure.
Current Provision	Authority Wide	- Swindon Borough's road network is centred around the M4 motorway, which runs east-west and provides strategic links to London, Bristol, and South Wales via Junctions 15 and 16 to the south of the town centre. The A419 bypasses Swindon to the northeast, connecting the M4 to the A417 and Cirencester. The A420 links Swindon to Oxford to the northeast, while the A3102 provides access southwest towards Royal Wootton Bassett and Calne. - Within the town, the road network features a series of radial and orbital routes, including the A4311 (Cricklade Road) and A4259 (Queens Drive), supporting movement between key residential, commercial, and employment areas across the urban area.
Existing Issues / Opportunities	Authority Wide	- The following are authority wide issues and opportunities on the SRN: - There are areas of poor air quality and noise levels on the A419. - The A419 poses a severance issue for local communities. - The following are authority wide issues and opportunities on the local road network: - Journey time reliability issues for highway users, including public transport using the highway network. - The emergence of potentially disruptive new transport technologies. - Congestion at pinch points across the local road network. - The A419 corridor is already identified as operating under constraint particularly during network peak periods and M4 Junction 16 is likely to present constraints on growth demands from both Wiltshire and Swindon

Infrastructure Topic		Transport
Sub Topic		Highways
		authority areas. In both locations speculative development pressures are adding to cumulative issues. - It has already been identified, and committed in policy, that growth in and around the A419 Blunsdon will require improvements to mitigate otherwise unacceptable impacts on the SRN. A package of measures – including an overbridge of the A419 – has already been identified as necessary for the strategic site at Kingsdown. In respect of live speculative applications at Blunsdon, further improvements have been identified as necessary on the B4534 Lady Lane to allow a limited amount of further development to come forward in advance of the full Kingsdown package of measures. - The rollout of Electric Vehicle charging infrastructure.
<i>Swindon's Central Area</i>		Real-time journey information shows that the main congestion points on the Town Centre road network are along the southern boundary (Wootton Bassett Road/Kingshill Road/Bath Road corridor), the northern boundary (Great Western Way), and at the Magic Roundabout on the eastern boundary. Within the central area, congestion is observed on Station Road and Westcott Place, occurring only during the PM peak.
<i>Urban area</i>		<i>(M1 J15 is on the border with Wroughton and Rural South West and Swindon Urban Area).</i> - A section of the A4289 eastbound on Kingshill Road, up to its junction with Okus Road, has been declared an Air Quality Management Area (AQMA) by Swindon Borough Council. - Previous modelling of planned growth (to 2036) indicates that congestion is expected to worsen along the Great Western Way. - Planned growth in and around Swindon may impact M4 Junction 15, which borders Wanborough and Rural South East, as well as Wroughton and Rural South West. - Poor traffic light coordination causes peak-time delays at the M4 Junction 16 roundabout, affecting traffic between Swindon and Royal Wootton Bassett. - There is a high volume of HGV traffic on the M4 mainline at Junction 16 westbound, accounting for 16% of flows.
<i>Strategic allocations</i>		Other significant developments identified in the current Swindon Borough Local Plan that are likely to impact the road network include residential sites to the north of the town at Tadpole Farm and Kingsdown, and the strategic Eastern Villages development to the east of the A419, which could accommodate up to 8,000 dwellings. Employment allocations are also planned at Wichelstowe, adjacent to the M4, and at Commonhead, west of the A419.
<i>Highworth, Blunsdon + rural north</i>		Large growth sites in Swindon are expected to place significant freight demands on the SRN, including the storage and distribution facility proposed at the old Honda site in South Marston, Swindon and growth east of Swindon.
<i>Wroughton + rural SW</i>		<i>(M1 J15 is on border with Wanborough and Rural South East and Swindon Urban Area).</i> - Growth in and around Swindon may affect the efficient operation of M4 Junction 15. - Locations experiencing relatively higher levels of average morning peak and seasonal traffic delays include the A419 southbound approach to M4 Junction 15, which sees an average delay of 63 seconds in the average morning peak.
<i>Wanborough + rural SE</i>		<i>(M1 J15 is on the border with Wroughton and Rural South West and Swindon Urban Area).</i> Growth in and around Swindon may affect the efficient operation of M4 Junction 15.

Infrastructure Topic		Transport
Sub Topic		Highways
		- Locations experiencing relatively higher levels of average morning peak and seasonal traffic delays include the A419 southbound approach to M4 Junction 15, which sees an average delay of 63 seconds in the average morning peak. - There are also high rates of killed or seriously injured (KSI) incidents involving non-motorised users (NMUs) on the M4 mainline between Swindon (Junction 15) and Reading (Junction 12).
Existing Planned Projects	Authority Wide	- There are no existing planned projects in Swindon on the M4 or A419 which are part of the current RIS2 pipeline. - Road based measures on the local road network which are ongoing or planned include: - Southern Connector Road (SCR): a 1.5km link between NEV and the Commonhead Roundabout (<i>Ongoing – To be resumed in 2025 following the pause in construction in 2023</i>) - Whalebridge Reconfiguration (<i>Planned</i>) - Corporation Street Bottleneck (<i>Planned</i>) - Challenges or risks associated with delivering any pipeline road infrastructure investments include: - Public opposition: Resistance to road expansion can lead to political and planning challenges. - Legal challenges: Judicial reviews and legal objections can delay or prevent project delivery. - Funding constraints: Economic uncertainty may lead to reprioritisation or budget shortfalls. Given the pause in the delivery of the SCR costs may differ from initial expectations. - Local authority reorganisation: Changes to the governance of Swindon could disrupt decision-making, especially in relation to cross-border investment.
Infrastructure required to Support Growth	Authority Wide	- The transport infrastructure required to support growth depends on the outcomes of detailed transport modelling which will define the locations on the road network where mitigation is potentially going to be needed and the scale of that mitigation. Further to that, decisions about the type of mitigation that is put forward, including modes, will be influenced by Swindon's transport policy objectives, as well as funding, viability and deliverability considerations. - National Highways' Route Strategy for the route 'London to Wales', published in May 2023, states that M4 Junction 15 may be impacted by growth in and around Swindon.
Swindon's Central Area		see 'Authority Wide'
Urban area		see 'Authority Wide'
Strategic allocations		The completion of the Southern Connector Road is required to deliver the New Eastern Villages strategic housing allocation. Further remedial work is needed to open the road to construction traffic and then the link road can be delivered.
Highworth, Blunsdon + rural north		see 'Authority Wide'
Wroughton + rural SW		see 'Authority Wide'
Wanborough + rural SE		see 'Authority Wide'
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	There are a number of uncertainties regarding the extent of infrastructure required to support Swindon's housing commitments. When the impact of growth on the road network has been modelled, gaps can be identified between planned provision and infrastructure requirements.
Further commentary	Authority Wide	No further commentary.

Infrastructure Topic		Transport
Sub Topic		Highways
Data / Document Sources		• Local Transport Plan Refresh (2022), Swindon Borough Council • Swindon Town Centre Movement Strategy (2020), Swindon Borough Council • Swindon Electric Vehicle Charge Point Roll Out Strategy to 2030 (2022), Swindon Borough Council • Route Strategy Initial Overview Report: London to Wales (2023), National Highways • Route Strategy Initial Overview Report: Solent to Midlands (2023), National Highways

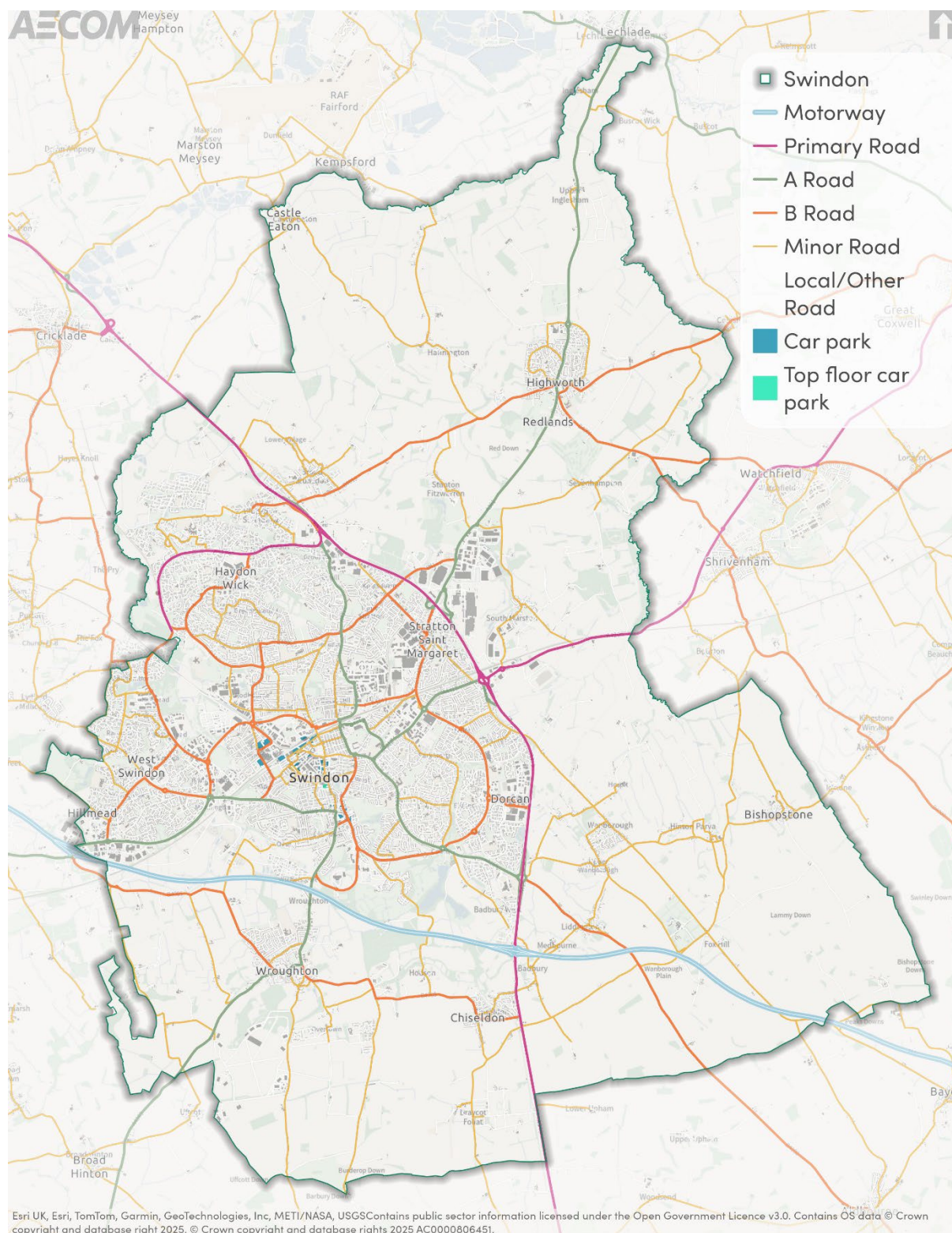


Figure 4-1: Highways and car parking infrastructure map

Rail

Infrastructure Topic		Transport
Sub Topic		Rail
Infrastructure Delivery	Authority Wide	- Rail infrastructure includes tracks, stations, crossings, signalling and maintenance infrastructure which make up the rail network in Swindon. Network Rail is responsible for operating, maintaining and renewing the rail infrastructure (e.g. track, signalling, level crossings, bridges and tunnels), and owns the stations. Swindon Station is managed by the Train Operating Company (TOC), Great Western Railway (GWR). - SBC is involved in the development of rail strategy and planning, interchange between rail and other modes, and supporting funding for rail in the Borough. - Local authority reorganisation is expected to have limited impact on the planning and delivery of rail infrastructure.
Current Provision	Authority Wide	Swindon Borough is served by a well-connected rail network centred around Swindon railway station, a key hub on the Great Western Main Line (GWML). The station offers frequent services to major destinations, including London Paddington, Bristol, Cardiff, Cheltenham, and Gloucester. It is managed by Great Western Railway and features four platforms
Existing Issues / Opportunities	Authority Wide	SBC's LTP4 sets out the key issues and opportunities related to the current geographical distribution and capacity of rail infrastructure in Swindon. Issues and opportunities include: - Well-positioned on the GWML, there are opportunities for Swindon to take advantage of its strategic location between London and the west of the country. - Although there are frequent services on the GWML, interchange is generally required for trips to the north and south. Oxford, a major trip origin and destination for Swindon, has no rail connection. - There are opportunities to provide increased rail freight paths on the railway, and to increase utilisation of existing facilities. - The regeneration of Swindon Station is a longstanding priority to modernise the facilities and improve the attractiveness of rail travel to and from the Borough. - The railway station and surrounding area is in an advantageous location to capitalise on the connectivity along the GWML as a catalyst for redevelopment. - Sections of a former railway line linking Cirencester to the north and Andover to the south which routed through Swindon have been built over or form a walking and cycling route.
<i>Swindon's Central Area</i>		Not Applicable – Swindon Station serves all areas of the Borough.
<i>Urban area</i>		Not Applicable – Swindon Station serves all areas of the Borough.
<i>Strategic allocations</i>		Not Applicable – Swindon Station serves all areas of the Borough.
<i>Highworth, Blunsdon + rural north</i>		Not Applicable – Swindon Station serves all areas of the Borough.
<i>Wroughton + rural SW</i>		Not Applicable – Swindon Station serves all areas of the Borough.
<i>Wanborough + rural SE</i>		Not Applicable – Swindon Station serves all areas of the Borough.
Existing Planned Projects	Authority Wide	- Swindon 'Knowledge Central Station Upgrade' is the ongoing delivery of a brownfield regeneration project in and around Swindon Railway Station. The Scheme was awarded £100,000 by Homes England in 2025 to produce designs for the project. The proposals include a new station entrance and car park. The scheme will also deliver improved interchange facilities, passenger experience and a railway crossing point. - Go-op, a co-operatively owned open access train operator, has proposed services between Swindon, Taunton and Weston-super-

Infrastructure Topic		Transport
Sub Topic		Rail
		Mare. In November 2024, the Office of Rail and Road granted conditional approval, however it is subject to funding. There are also indicative proposals for regular Bristol-Oxford rail services via Swindon, and future potential longer-distance cross-country services linking the Midlands and South West via the East West Rail line (Bicester-Bletchley) which could eventually connect through Swindon via Oxford.
Infrastructure required to Support Growth	Authority Wide	The transport infrastructure required to support growth depends on the outcomes of detailed transport modelling which will define the locations where mitigation is potentially needed and the scale of that mitigation. Further to that, decisions about the type of mitigation that is put forward, including modes, will be influenced by Swindon's transport policy objectives, as well as funding, viability and deliverability considerations.
<i>Swindon's Central Area</i>		Significant residential; growth is planned around Swindon Station, included as part of the 'Knowledge Central Station Upgrade'. These measures, combining station upgrades with mixed use development will enhance the attractiveness of rail as a mode and likely help to support growth.
<i>Urban area</i>		Not Applicable – see 'Authority Wide' for details.
<i>Strategic allocations</i>		The concept of a new railway station has been put forward on the outskirts of Swindon to support the NEV development, providing a rail-based connection to Swindon town centre. Land has been set aside for a double-tracked station serving the development, but this is understood to be an early-stage proposal.
<i>Highworth, Blunsdon + rural north</i>		- Developments range from being around 5km to 10km from Swindon railway station as the crow flies. - The concept of a new railway station on the Great Western Main Line has been put forward which would be on the outskirts of Swindon to support the NEV development, providing a rail-based connection to Swindon town centre. Further discussions and assessments would be needed to consider the impacts and options for accommodating a new station.
<i>Wroughton + rural SW</i>		see 'Authority Wide'
<i>Wanborough + rural SE</i>		see 'Authority Wide'
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- LTP4 and EEH's Connecting Economies document highlight the importance of ensuring that the benefits of rail infrastructure are maximised, supporting planned housing and employment growth. - There are a number of uncertainties regarding the extent of infrastructure required to support Swindon's housing commitments. When the impact of growth has been modelled, gaps can be identified between planned provision and infrastructure requirements.
Further commentary	Authority Wide	No further commentary.
Data / Document Sources		- Local Transport Plan Refresh (2022), Swindon Borough Council - Connecting Economies: Swindon-Didcot-Oxford (2024), England's Economic Heartland

Public Transport

Infrastructure Topic		Transport
Sub Topic		Public Transport (Bus and Coach)
Infrastructure Delivery	Authority Wide	- The bus infrastructure in Swindon covers the following sub-modes: buses, coaches, demand responsive transit (DRT), community transport, and Park & Ride (P&R). Bus and coach services are run by private operators, including Swindon's Bus Company (part of the GoAhead Group), Stagecoach West, Salisbury Reds (also part of GoAhead), National Express (coach only) and Flixbus (coach only). Some rural bus services are operated by West Berkshire Council's transport services, Pulhams Coaches, and Coachstyle who operate a Wiltshire Council supported service. Infrastructure decisions are made collaboratively between SBC, including its role as LHA, and the operating companies. Since September 2023, SBC and bus operators have worked under a formalised Enhanced Partnership arrangement. - The English Devolution White Paper was published in December 2024. Local authority reorganisation and changes to the governance of Swindon may impact the direction of travel in terms of planning and delivering this bus infrastructure, especially in planning cross-border connections. - The Bus Services (No. 2) Bill is currently going through the Parliamentary process with the objective of giving local authorities control over routes, timetables, connections and fares. Greater control could be accompanied by a need for new infrastructure to support enhanced services.
Current Provision	Authority Wide	- Swindon is relatively well served by a broad network of bus services. - A bus station is located in the town centre off Manchester Road however this is due to be closed and demolished in 2025. - Public satisfaction levels are comparatively high for indicators relating to local bus services and travel information. - The network benefits from bus priority measures approaching from the west, but there is limited protection from the east, where buses share road space with general traffic. - Town Centre bus movements are concentrated on a constrained street network, with the highest flows observed on Fleming Way and Manchester Road. - Strategic signalised bus priority is currently limited. Swindon Borough Council operates a small number of localised signal priority sites, where buses are detected through inductive profiling rather than real-time scheduling. Locations include junctions on Pipers Way, Victoria Road, and Wootton Bassett Road. - Additional bus priority measures include various bus lanes and bus gates across the urban area, including a dedicated 'Bus Boulevard'/interchange along Fleming Way comprising a dedicated road and bus stops, which will replace the existing bus station.
Existing Issues / Opportunities	Authority Wide	Key issues and opportunities related to the current geographical distribution and capacity of Swindon's bus infrastructure are set out in the LTP4 and the updated Swindon Bus Service Improvement Plan (BSIP), updated in June 2024. The main authority-wide physical infrastructure challenges include: - Bus journey time reliability declined between 2011 and 2018, highlighting the need for improved priority and protection measures. - SBC is looking to improve the efficiency of the network, developing a core network supported by demand responsive transport (DRT) in lower-density areas, replacing traditional feeder services. - Improved bus priority and infrastructure are needed to make bus travel more attractive in comparison with private car use. - Enhancing integration with Swindon rail station offers an opportunity to increase the modal share of both bus and rail. - High-quality infrastructure buses in new developments can encourage greater uptake of sustainable modes.

Infrastructure Topic		Transport
Sub Topic		Public Transport (Bus and Coach)
<i>Swindon's Central Area</i>		The geography of services is shifting towards the provision of cross-town bus services over town centre interchange. This is reducing interchange pressure in the Town Centre. However, a physical disconnect remains between services using Fleming Way and those at the current Bus Station, which is poorly located and of low quality.
<i>Urban area</i>		- There are opportunities for bus priority measures on the A420 to relieve congestion issues, particularly during peak hours. This would help to improve bus journey times. - There are delays and safety issues on Tadpole Lane. The road is narrow and there are few bus stops in close proximity.
<i>Strategic allocations</i>		There are inconsistencies in service frequency and network coverage across the borough, with notable gaps including South Marston.
<i>Highworth, Blunsdon + rural north</i>		There are delays and safety issues on Tadpole Lane. The road is narrow and there are few bus stops in close proximity.
<i>Wroughton + rural SW</i>		No area specific issues or opportunities identified – see authority wide issues and opportunities
<i>Wanborough + rural SE</i>		There are inconsistencies in service frequency and network coverage across the borough, with notable gaps such as growing development at Badbury Park in the south-east.
Existing Planned Projects	Authority Wide	There are a range of existing and proposed schemes aim to improve the quality, efficiency, and coverage of the physical bus infrastructure in Swindon: - Moonrakers junction improvements: improvements to support the introduction of a Quality Bus Corridor between Tadpole Garden Village in North Swindon and the town centre via St Andrews, Groundwell, Gorse Hill and Broadgreen. - Fleming Way Bus Interchange: the construction of a new bus stopping facility on Fleming Way (which at the time of writing is nearing completion and expected to open at the end of August 2025) that will accommodate all town centre bus services in one location, including town services, regional services and inter-regional services offered by National Express. - Bus Interchange Enabling Works: Reconfiguration of Fleming Way (between Milford Street and Princes Street) to create a centralised bus interchange, replacing the existing Bus Station. General traffic will be removed, and new shelters provided on Manchester Road and Corporation Street. - Fleet Street Enhancements: Proposals to allow buses along Fleet Street between Fleming Way and Holbrook Way, while maintaining a safe and attractive pedestrian environment. - Real-Time Passenger Information (RTPI) and Bus Detection: Upgrades to stop infrastructure are under consideration, including selective detection technologies to improve service reliability. - Demand Responsive Transport (DRT): Introduction of a new DRT service to support the core network and incorporate the existing 'Steps for You' community transport service. Several locations have been earmarked in the BSIP for bus priority ambitions and proposals: - Reinstating or introducing bus lanes and junction improvements at key locations, including Wootton Bassett Road, A420, and Tadpole Lane. - Installation of 10 bus gates and a minimum of 7 traffic signal prioritisation points along strategic corridors (subject to LTP modelling). - Additional areas for future bus priority consideration include Coate Roundabout, Queens Drive/Frobisher Drive, Swindon Road/Pipers Way, Penzance Drive, Great Western Way/Paddington Drive, and the Cricklade Road corridor. Longer-term ambitions and proposals referenced in the BSIP include: - Installation of park and ride, or suitable alternative mobility hub, at Junction 16 of M4, Wichelstowe (c.1,000 spaces).

Infrastructure Topic		Transport
Sub Topic		Public Transport (Bus and Coach)
		• Installation of new park and ride, or suitable alternative mobility hub, near A420/A419 Junction as part of the New Eastern Villages Development. • Upgrade of up to 1,100 bus stops, which involves new bus stop flag, ground preparation and timetable display casings where replacement is required. • Look at feasibility of a bus tram or tram scheme on key corridors to create a rapid transit service. • Creation of transport hubs at key locations for DRT to connect with and into the core bus network. Challenges or risks associated with delivering the existing pipeline bus infrastructure investments include: • Public opposition: Concerns over road space allocation and changes to traffic flow may lead to resistance from residents and businesses. • Funding constraints: Beyond the BSIP period to 2030, changes to funding mechanisms could disrupt planning.
Infrastructure required to Support Growth	Authority Wide	• SBC's BSIP and LTP4 emphasise the importance of further integrating bus infrastructure into Swindon's transport network to support modal shift and reduce congestion. • The BSIP also points to the need for integration of bus travel into the modal share of new developments. The target included in the BSIP is to achieve a 10% bus modal share for all new developments in Swindon. • The transport infrastructure required to support growth, achieve the target modal share and reduce congests relies on further pursuing service and infrastructure enhancements, including at new developments, such as: - Development of rural mobility hubs to connect outlying areas to main bus routes. - Improved bus stops, including level boarding, new shelters, and real-time information. - Enhanced bus priority measures, including lanes and bus gates. - Creation of Priority Road Bus Corridors with high-frequency services and real-time information. - Park & Ride / Mobility Hubs at strategic locations. • The locations where such infrastructure will be best placed to help alleviate congestion and to deliver the highest degree of modal shift depends on the outcomes of detailed transport modelling which will define the locations on the where mitigation is needed and the scale of that mitigation to support growth.
Swindon's Central Area		• Consideration could be given to amending bus service routes from the Central Area so that they extend to and serve new developments across the town and wider borough. • In addition, greater wayfinding should be installed to aid people in connecting from the railway station to Fleming Way Bus Interchange and other bus stops.
Urban area		• Limited number of bus services in "Urban area" developments. • Bus connections are generally north – south or east – west which hinder further accessibility and links throughout Swindon and surrounding areas.
Strategic allocations		• Installation of new park and ride, or suitable alternative mobility hub, near A420/A419 Junction as part of the New Eastern Villages Development.
Highworth, Blunsdon + rural north		• Bus routes should be extended to cover developments in the north (adjacent to A419) - potential to consider limited stop/express bus routes (if operationally and commercially feasible) and bus priority given the distance from the town centre, to provide attractive journey times. • A419 will create severance for people needing to access existing bus routes which are located on the town-side of the A-road. Unless extensions to existing bus routes or new routes are created, consideration would need to be given to providing suitable routes for pedestrians to cross over the A419.
Wroughton + rural SW		

Infrastructure Topic		Transport
Sub Topic		Public Transport (Bus and Coach)
		Developments (from closest point in south) are 800m from nearest bus stop – extension of existing bus service routes or new routes may be required to provide suitable connectivity as well as appropriate routes for passengers to access existing stops, particularly those on the A4361 through Wroughton.
<i>Wanborough + rural SE</i>		see 'Authority Wide'
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- There are a number of uncertainties regarding the extent of bus infrastructure and services required to support Swindon's housing commitments. When the impact of growth has been modelled, gaps can be identified between planned bus provision and infrastructure requirements. - At this stage it can be stated that there is a likely need for further rollout of bus infrastructure in order to meet the targets for modal share set out in the BSIP for Swindon. The continued rollout of the types of infrastructure identified in the 'Infrastructure required to Support Growth' will help to support the housing commitments in the Borough. The extent of these gaps requires further understanding and continual monitoring as this infrastructure is delivered.
Further commentary	Authority Wide	No further commentary.
Data / Document Sources		- Local Transport Plan Refresh (2022), Swindon Borough Council - Swindon Town Centre Movement Strategy (2020), Swindon Borough Council - Swindon Borough Council's Bus Service Improvement Plan (2024), Swindon Borough Council.

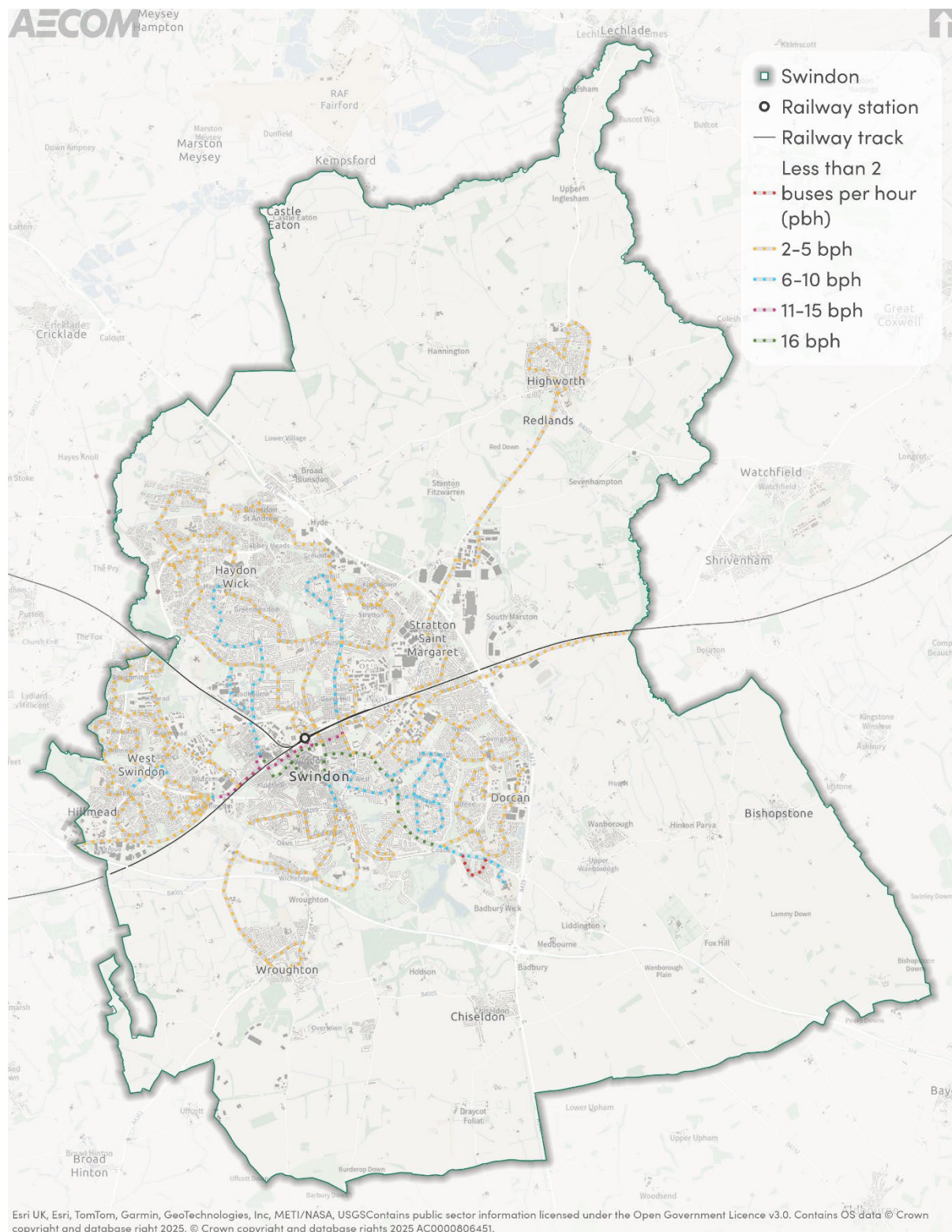


Figure 4-2: Public transport infrastructure map

Active Modes

Infrastructure Topic Sub Topic	Transport Active Travel	
Infrastructure Delivery	Authority Wide	- Active travel predominantly refers to walking and cycling, but can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes. - Local authorities are responsible for planning and delivering active travel infrastructure. Although funding is often controlled by national government, decision-making generally falls to SBC. - Active travel is an integral part of delivering SBC's policy priorities. The English Devolution White Paper was published in December 2024. Local authority reorganisation and changes to the governance of Swindon may impact the direction of travel in terms of active travel policy and delivery. - Active Travel England is playing an increasingly influential role in reviewing and advising on the provision of active mode infrastructure. - Whilst most active mode route are managed by SBC as local highway authority, Sustrans manage much of the National Cycle Route network.
Current Provision	Authority Wide	- Swindon has over 100km of cycle paths, much of which is traffic-free and includes segregated provision for walking and cycling. The town also benefits from three "Flyer routes" developed under the Local Sustainable Transport Fund, providing 2-mile commuter links into the town centre from the west, south, and east. - Despite this, active travel infrastructure across Swindon is fragmented. Provision is generally stronger in newer developments built since the 1980s, where more rigorous planning requirements have supported the inclusion of cycle facilities. In contrast, older residential areas, often overlapping with more deprived communities, lack dedicated infrastructure. Key corridors, such as the A419, have no cycle provision or alternative routes, and links to surrounding villages are very limited. - This results in a disjointed network that undermines connectivity, particularly for those in older neighbourhoods or travelling beyond the urban area. Overall, Swindon's active travel network lacks consistency in quality, coverage, and accessibility. - National Cycle Network route 45 feeds through Swindon with a branch connection towards Swindon railway station. Part of the route utilises a former railway which linked Cirencester, Swindon and Andover.
Existing Issues / Opportunities	Authority Wide	- The key issues and opportunities related to active travel infrastructure in Swindon are set out in the LTP4 and Local Cycling and Walking Infrastructure Plans (LCWIPs) for the local authorities, however some of the scheme proposals which are set to be omitted from the currently published Swindon LCWIP are: - Scheme 1 remit would be extended beyond Bridge Street, to investigate cross-town centre connectivity (Holbrook Way-Fleming Way - Farnsby Street) - Scheme 2 - Station Road-Manchester corridor – this scheme has formally been cancelled due to cost escalations exceeding available budget. - Scheme 10 - Liden Drive – Great Western Hospital – no feasible route identified - Scheme 11 - Dorcan Way – scope would be extended to cover the section of Dorcan Way, between Snodshill and Edison junctions. - Scheme 14 - Wichelstowe to Wroughton (Inverary Road) - the remit of this scheme has broadly been fulfilled. - Scheme 15 - scope for the scheme proposes to cover the full Wharf Road corridor. - Scheme 19 - scope would focus on upgrading links between Blunsdon and Tadpole Garden Village and Abbey Farm developments. - Key infrastructure issues include: - Incomplete network of safe, segregated walking and cycling routes. - There are missing links between housing and retail or employment land.

Infrastructure Topic		Transport
Sub Topic		Active Travel
		- Insufficient secure storage and poor lighting. - Facilities poorly designed for accessibility and inclusivity. - Safety concerns around active travel. • Key infrastructure opportunities include: - Expand and promote a safe, segregated, and well-connected active travel network. - Maximise the opportunity from new development to better connect into the existing network. - Prioritise inclusive design, secure storage, and good lighting across all routes. - Address health and safety, especially in areas with children and older developments. - Set clear active travel requirements in all future transport schemes. - Support walking and cycling to school/work and access to adapted bikes and equipment. • The key issues and opportunities set out above are relevant to all areas of Swindon.
<i>Swindon's Central Area</i>		• Existing 'flyer routes' could be better integrated into the town centre thereby improving connectivity across town.
<i>Urban area</i>		• see 'Authority Wide'
<i>Strategic allocations</i>		• see 'Authority Wide'
<i>Highworth, Blunsdon + rural north</i>		• see 'Authority Wide'
<i>Wroughton + rural SW</i>		• see 'Authority Wide'
<i>Wanborough + rural SE</i>		• see 'Authority Wide'
Existing Planned Projects	Authority Wide	• The Swindon LCWIP has put forward a prioritised network of active travel improvements across the Borough. These improvements have been assigned a timeframe for delivery. Short term (1-3 years) schemes include: - Town Centre – Bridge Street link - Town Centre – Station Road – Manchester Road - Town Centre – Faringdon Rd - Marlowe Avenue to Queens Drive - Wichelstowe to Wroughton (Inverary Rd) - Kingsdown Lane - Marlborough Road – Between Old Town Railway path and Coate - NEV A420 Missing Link - NEV Southern Access • Medium term (3-7 years) schemes include: - Highworth to South Marston - Moonrakers cycle bypass - Gorse Hill – Magic Roundabout/Corporation Street to Kembrey Park industrial estate. - Liden and Great Western Hospital - Dorcan Way – gap between existing Routes on Queens Drive and Dorcan Way. - Wichelstowe to Wroughton (Wharf Rd) - R45 to Moredon Pump Track – Cycle Hub - Old Town Railway path upgrade • Long term (7-10 years) schemes include: - Highworth Leisure routes - Whitehill Way – Windmill Hill Business Park to Mead Way

Infrastructure Topic Sub Topic	Transport Active Travel	
		- Northern Route – Great Western Way (Route 45) to Orbital District Centre - Stratton cycle link - Royal Wootton Bassett to Windmill Hill - Tadpole to Blunsdon Hill • In addition to, or in alignment with the proposals within the Swindon LCWIP, there are existing planned projects to improve the road network which incorporate active travel improvements. Those in the Swindon Town Centre Movement Strategy include: - Farnsby Street/Milton Road Corridor - Station Road/Holbrook Way Corridor - Corporation Street Bottleneck - Whalebridge Reconfiguration - Commercial Road/Cromby Street Corridor - Fleet Street Bus and Urban Realm Enhancement • Challenges or risks associated with delivering the existing pipeline active travel infrastructure investments include: - Public opposition: Concerns over road space allocation and changes to traffic flow may lead to resistance from residents and businesses. - Political uncertainties: Changes in local (e.g. reorganisation) and national government priorities may impact policy direction and funding commitments.
Infrastructure required to Support Growth	Authority Wide	• As noted in the Swindon LCWIP, the majority of Swindon's future schemes will come forward through new development sites across the borough. If integrated at an early stage of planning, the modal share of active modes can be higher for new developments, helping to mitigate the impact of new development. • The location of development sites was central to the network planning for walking and cycling in the LCWIP methodology. If these schemes are delivered alongside development sites, in compliance with LTN 1/20 design standards, SBC can support a high degree of modal shift for new growth sites.
<i>Swindon's Central Area</i>	• Dedicated cycle lanes are required in Swindon's central area due to high volumes of vehicle traffic. • There are areas of dedicated cycle lanes, however these are not joined up to trip attractors such as shopping areas or the train station. These should be joined up to make a succinct cycling network which will boost cycling confidence in Swindon and thus uptake.	
<i>Urban area</i>	• Severe gap of active travel routes near / through developments. Shared use path along part of the B4006 which has potential to link three developments in a safe manner with additional active mode connections. • NCN runs between Urban area developments meaning potential for NCN spurs into developments to link them into main network which connects into town centre as well as surrounding areas.	
<i>Strategic allocations</i>	• see 'Authority Wide'	
<i>Highworth, Blunsdon + rural north</i>	• There are limited active mode connections between the development area and main town. For developments north-east of the A419, reliance will be placed on the A419-B4019/B4534 junction south of Bunsdon, which already has some active mode provision including controlled crossings, or Kingsdown Road which is further south-east of the developments. • There is also a lack of connection to the north-east towards Cotswolds district/north-eastern Swindon. William Morris way is quite narrow however there are traffic filters to slow traffic down. • Limited cycle routes between developments east of A419 and town centre / railway station. • There are gaps in the active travel network, particularly for cyclists, in the northern part of Highworth. Better connections over and alongside St Michael's	

Infrastructure Topic		Transport
Sub Topic		Active Travel
		Avenue for pedestrians and cyclists accessing bus services, local shops and schools may need to be considered.
<i>Wroughton + rural SW</i>		- Severe gap of active travel routes near / through developments. One proposed LCWIP routes runs west of one of the development locations but does not link into the development. There are several bridges over the M4 which are accessible for active travel, however these routes need to be linked into the developments to maximise their potential. - Currently there is no cycle lane on the A4361 (bridge over M4 just north of developments) which is direct route from developments to Swindon town centre / railway station. - Additional controlled pedestrian crossing provision could also be considered on the A4361 in North Wroughton, particularly in the vicinity of the junction with Woodland View and the allotments opposite Perry's Lane. Consideration could also be given to enhancements to existing footways, for example widening footways along the A4361, introduces measures to prevent or discourage pavement parking and reviewing the speed limit.
<i>Wanborough + rural SE</i>		see 'Authority Wide'
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- The focus of active travel investment will be shaped by the location of growth. Proposed growth was a key consideration in the development of the LCWIPs across Swindon. As such the further strategic infrastructure required to support growth will be the continued rollout of routes and other measures within those LCWIPs. - If the location, nature or scale of growth changes, LCWIPs are live documents which can be updated to respond to new demand.
Further commentary	Authority Wide	No further commentary.
Data / Document Sources		- Local Transport Plan Refresh (2022), Swindon Borough Council - Swindon Town Centre Movement Strategy (2020), Swindon Borough Council - Swindon Local Cycling and Walking Infrastructure Plan (2022), Swindon Borough Council

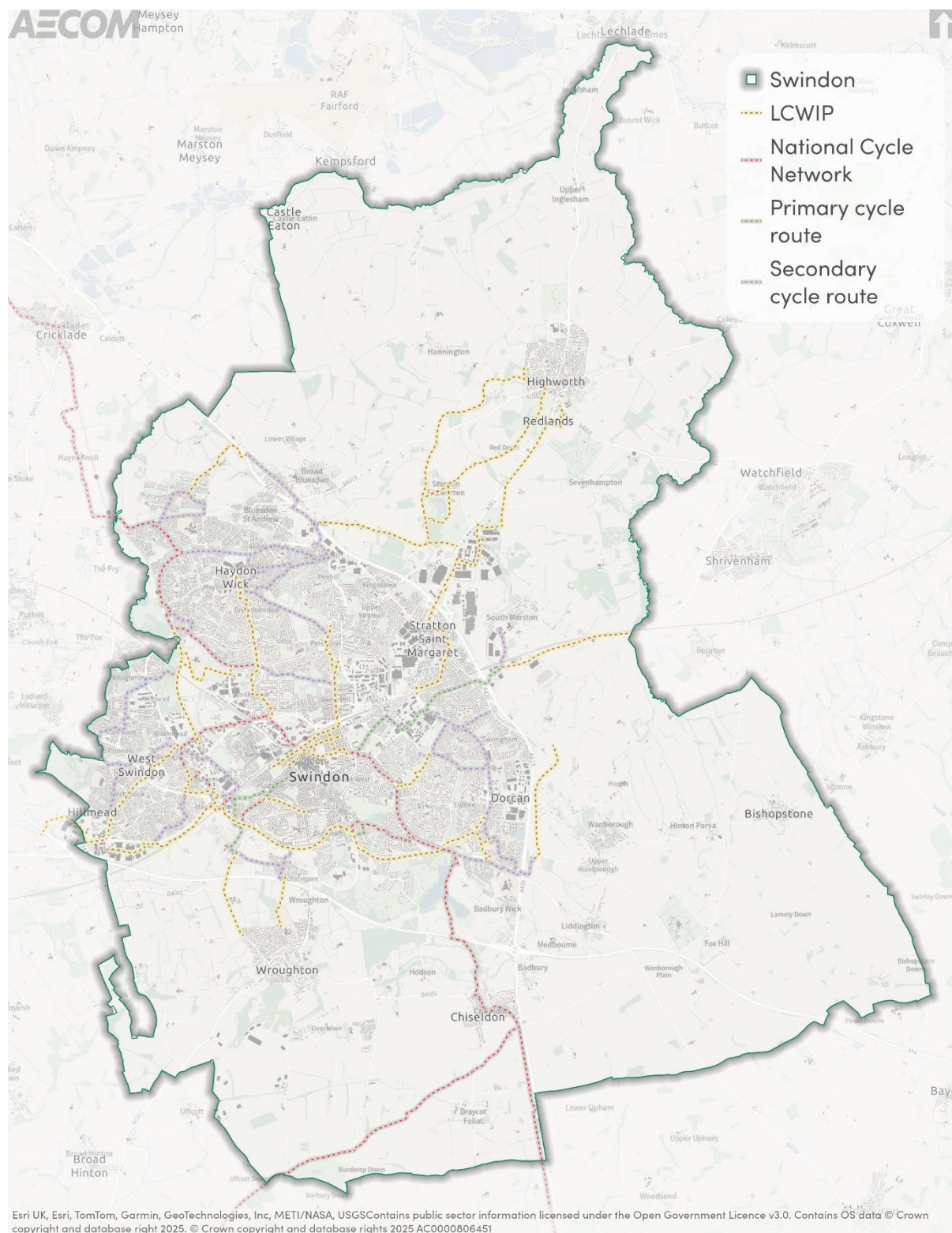


Figure 4-3: Active travel infrastructure map

Freight / Distribution

Infrastructure Topic		Transport
Sub Topic		Freight
Infrastructure Delivery	Authority Wide	- Freight transport infrastructure in Swindon encompasses the road and rail infrastructure essential for goods movement. This includes major roads key to HGV flows, freight hubs, lorry parking facilities, rail freight terminals, and interchange facilities. - Planning and delivery responsibilities are shared among Swindon Borough Council, national bodies like Network Rail and National Highways, and neighbouring authorities. The Wiltshire and Swindon Freight Quality Partnership (FQP) plays a key role, uniting local authorities, freight operators, and stakeholders to promote sustainable freight practices and develop integrated strategies.
Current Provision	Authority Wide	- Swindon caters for high volumes of goods vehicles serving the warehousing and distribution centres across the Borough as well as making local deliveries. - The majority of freight distribution in Swindon relies on road transport, utilising major routes on the SRN such as the M4 motorway and the A419. HGVs are encouraged to use designated routes in accordance with Swindon's freight route map for the majority of their movements around the town. - In terms of lorry parking, there is a dedicated facility near M4 Junction 15 behind the Sainsbury's supermarket on the A420. It has a 24/7 HGV fuel station and HGV parking for over 80 vehicles. - While Swindon is situated on the Great Western Main Line (GWML), which is a significant corridor for rail freight, most freight trains pass through without stopping. There are no major dedicated rail freight terminals within Swindon. There are several smaller active rail freight sites, including EMR local and Preymesser, which have railhead freight facilities in Swindon.
Existing Issues / Opportunities	Authority Wide	Issues and opportunities relating to the provision of freight transport infrastructure in Swindon primarily relate to issues with freight movements exacerbating congestion and safety issues in the town centre and urban area. The opportunities to address these issues involve providing better facilities for HGVs and other freight traffic on key freight corridors outside of the centre, including rail corridors.
<i>Swindon's Central Area</i>		- Freight traffic in Swindon town centre is part of the wider road movements in the town centre which are creating issues for other road users, pedestrians and cyclists. The following opportunities have been identified in the LTP4 to limit the impact of freight traffic: - Freight Routing & Management: Identify key freight corridors with better signage and introduce more environmental weight limits to protect communities. - Lorry Facilities: Provide high-quality overnight lorry parking away from residential areas. - Urban Logistics Improvements: Promote shared deliveries among businesses, use cargo bikes/e-bikes for town centre distribution, and create off-street unloading facilities. - Delivery Consolidation & Hubs: Develop local freight hubs and strategic consolidation centres to transfer goods from lorries to smaller, cleaner vehicles (e.g. electric vans, cargo bikes). - E-Commerce Solutions: Install parcel lockers in neighbourhoods to reduce van traffic. - Rail Freight: Increase use of rail freight by enhancing existing infrastructure and providing more freight track paths
<i>Urban area</i>		It has been reported that Gerrard Way in Greenbridge Retail Park is being used as an 'unofficial' lorry parking facility. This is an unofficial site and is causing obstruction for car traffic.
<i>Strategic allocations</i>		No existing issues/opportunities identified

Infrastructure Topic		Transport
Sub Topic		Freight
<i>Highworth, Blunsdon + rural north</i>		No existing issues/opportunities identified
<i>Wroughton + rural SW</i>		No existing issues/opportunities identified
<i>Wanborough + rural SE</i>		No existing issues/opportunities identified
Existing Planned Projects	Authority Wide	- No planned freight projects have been identified in Swindon. - In March 2025, National Highways opened a large parking extension at the Chippenham Pit Stop in Wiltshire, close to Swindon. National Highways Lorry Parking Facilities Improvement Fund was used to fund the initiative. - Challenges or risks associated with delivering any future freight infrastructure investments include: - Technology and operational change: Shifts in future technologies, such as the adoption of electric or hydrogen HGVs, may require additional investment in charging or fuelling infrastructure. - Planning and environmental constraints: Freight developments may face opposition due to concerns over noise, air quality, and increased HGV traffic in sensitive locations. - Funding constraints: Economic uncertainty may lead to reprioritisation or budget shortfalls. - Local authority reorganisation: Changes to the governance of Swindon could disrupt decision-making, especially in relation to cross-border investment.
Infrastructure required to Support Growth	Authority Wide	The freight infrastructure required to support growth depends on the outcomes of detailed transport modelling which will define the locations on the road network where mitigation is needed and the scale of that mitigation. When carried out, understanding the changes to the flows of HGVs will be key to understanding the freight infrastructure required to support growth.
<i>Swindon's Central Area</i>		See 'Authority Wide'
<i>Urban area</i>		See 'Authority Wide'
<i>Strategic allocations</i>		See 'Authority Wide'
<i>Highworth, Blunsdon + rural north</i>		See 'Authority Wide'
<i>Wroughton + rural SW</i>		See 'Authority Wide'
<i>Wanborough + rural SE</i>		See 'Authority Wide'
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	No gaps identified – see 'Infrastructure required to Support Growth'
Further commentary	Authority Wide	No further commentary.
Data / Document Sources		- Local Transport Plan Refresh (2022), Swindon Borough Council - Swindon Town Centre Movement Strategy (2020), Swindon Borough Council - Network Rail Freight Map (n.d.), Network Rail. Available at: https://www.networkrail.co.uk/wp-content/uploads/2022/02/Network-Rail-freight-map-other-sectors.pdf - Weight limits (n.d.) Swindon Borough Council. Available at: https://www.swindon.gov.uk/info/20135/traffic_management/902/weight_limits - Swindon J15 (n.d.) Onroute Truckstops. Available at: https://www.onroutetruckstops.co.uk/locations/swindon-j15 - Swindon lorry parking 'an accident waiting to happen. (2025) Swindon Advertiser. Available at:

Infrastructure Topic		Transport
Sub Topic		Freight
		https://www.swindonadvertiser.co.uk/news/24691831.swindon-lorry-parking-accident-waiting-happen/ . • Pulling out all the stops! Major parking extension unveiled at award-winning Wiltshire lorry park. (2025) National Highways (2025) https://nationalhighways.co.uk/press/pulling-out-all-the-stops-major-parking-extension-unveiled-at-award-winning-wiltshire-lorry-park/

Parking

Infrastructure Topic		Transport
Sub Topic		Parking
Infrastructure Delivery	Authority Wide	- Car parking infrastructure in Swindon encompasses on-street parking, council-operated car parks, privately-owned and publicly accessible car parks, residential permit zones, and parking provision within new developments. Lorry parking and cycling parking are addressed in their respective proformas. Park & Ride sites are covered by the public transport proforma. - Swindon Borough Council is responsible for planning and delivering car parking infrastructure as the Local Highway Authority (LHA). Some car parking infrastructure is owned by private companies who operate the facilities. - As part of the Local Development Scheme Swindon Borough Council is also developing Revised Parking Standard which may impact the type and scale of parking infrastructure needed.
Current Provision	Authority Wide	- Swindon Borough Council manages several key car parks, including the Brunel North Multi-Storey with over 700 spaces and the Brunel West Multi-Storey offering more than 500 spaces. In the town centre there are only two car parks equipped with Electric Vehicle Chargepoints (EVCP) – Brunel North and Whalebridge. - On-street parking is available throughout various areas in Swindon, with provisions for residents, visitors, and businesses. The council offers parking permits and has implemented pay-and-display systems in certain zones.
Existing Issues / Opportunities	Authority Wide	- A number of issues and opportunities for car parking in Swindon are raised in the LTP4 and the Swindon Parking Review, a 2024 document which reviews the parking landscape in Swindon urban area. The issues and opportunities below are most relevant to the Swindon urban area and town centre where the majority of large car parks are situated. Points relating to the provision of EVCP are also relevant to all new developments with car parking facilities. - Key issues include: - Inefficient distribution and overprovision of car parks encourages unnecessary circulation of traffic in the town centre, contributing to congestion and emissions. - Underutilisation of parking infrastructure post-COVID has led to inefficient use of valuable town centre land. - Limited provision of accessible spaces restricts travel choices for people with mobility impairments. - Negative safety perceptions due to poor lighting and maintenance reduce willingness to use some parking facilities. - Lack of on-street EV charging points creates a barrier to electric vehicle adoption for residents without off-street parking. - The railway station car parks are well-used particularly during weekdays. - Key opportunities include: - Rationalising car park provision could reduce unnecessary vehicle movement within the town centre, easing congestion and improving air quality. - Re-purposing surplus parking areas offers potential for regeneration, new commercial, residential or community uses. - Installing on-street EV charging infrastructure would support the transition to electric vehicles, particularly in new developments. - Improved lighting and upkeep could increase perceptions of safety and encourage greater use of existing parking assets.

Infrastructure Topic		Transport
Sub Topic		Parking
		- Challenges or risks associated with delivering any pipeline road infrastructure investments include: - Central government policy changes: updates to central government's policy regarding the rollout of EVs and EV infrastructure may impact local needs or resources. - Public opposition: parking can be a highly contentious issues, especially in relation to demand management. Changes may elicit opposition which could challenge the implementation of proposals. - Funding constraints: Economic uncertainty may lead to reprioritisation or budget shortfalls.
<i>Swindon's Central Area</i>		No specific issues or opportunities – see 'authority wide'
<i>Urban area</i>		No specific issues or opportunities – see 'authority wide'
<i>Strategic allocations</i>		No specific issues or opportunities – see 'authority wide'
<i>Highworth, Blunsdon + rural north</i>		No specific issues or opportunities – see 'authority wide'
<i>Wroughton + rural SW</i>		No specific issues or opportunities – see 'authority wide'
<i>Wanborough + rural SE</i>		No specific issues or opportunities – see 'authority wide'
Existing Planned Projects	Authority Wide	- Whalebridge parking redevelopment: A sports and activities centre could be created on the upper floors of the Whalebridge car park. SBC has submitted a planning application to convert the top floors of the Whalebridge car park in Islington Street for sports use along with street food outlets and a recreational hub. - Swindon Railway Station redevelopment: As part of the 'Knowledge Central' plans at Swindon Station, a new multi-storey car park would be built north of the railway line between the office blocks of North Star House and Polaris House. This would free up the car park running north of Station Road and Sheppard Street to build both residential properties and buildings for further and higher education purposes. - Rollout of EV infrastructure: In 2025 SBC has begun a rollout of 600 EVCP with £2.3m funding from central government. The EV charging points will primarily be provided on residential streets and provide a network of 7kW charging points. - The SBC draft 'Parking Standards for New Developments 2020' contains requirements for developers to deliver the following level of EV provision: - For residential developments, every new dwelling with a parking space will be required to have an EV charging wall box or charge point. - Retail and leisure developments must have EV charge points in 10% of parking spaces, with another 10% prepared for future installation. - Employment sites must have at least 2 EV spaces or 20% of spaces (whichever is greater), plus another 10% prepared for future EV charge points
Infrastructure required to Support Growth	Authority Wide	- The Swindon Parking Review notes the importance of ensuring that future parking provision for residential and non-residential developments aligns with the recommendations in the National Planning Policy Framework (NPPF) that parking policy takes into account: - The accessibility of the development; - The type, mix, and use of the development; - The availability of, and opportunities to integrate with, public transport; - Local levels of car ownership; and - The need to provide sufficient charging infrastructure for plug-in and ultra-low emission vehicles (The minimum standards for these EVCPs are outlined above in 'existing planned projects').

Infrastructure Topic		Transport
Sub Topic		Parking
		While car parking provision is central to the delivery of future growth in so far as providing car parking spaces at developments, the ambition of SBC is to reduce reliance on car usage and encourage modal shift towards active and public transport. As this vision is realised there may be further opportunities to maximise the land usage of existing car parks, with mixed use spaces such as plans for Whalebridge being considered elsewhere. Space currently used for under-utilised car parking could be considered as potential residential growth sites.
Swindon's Central Area		See 'authority wide'
Urban area		See 'authority wide'
Strategic allocations		See 'authority wide'
Highworth, Blunsdon + rural north		See 'authority wide'
Wroughton + rural SW		See 'authority wide'
Wanborough + rural SE		See 'authority wide'
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	No gaps have been identified in the planned projects. The continual rollout of appropriate parking, including EVCPs, in line with SBC's Parking Standards for New Developments 2020 is needed to support housing commitments.
Further commentary	Authority Wide	No further commentary
Data / Document Sources		- Local Transport Plan Refresh (2022), Swindon Borough Council - Swindon Town Centre Movement Strategy (2020), Swindon Borough Council - Swindon Electric Vehicle Charge Point Roll Out Strategy to 2030 (2022), Swindon Borough Council - Swindon Parking Review (2024), Amey - Car park levels could become a leisure hub (2025), BBC. Available at: https://www.bbc.co.uk/news/articles/cnv5zqe7yn6o

Education

Early Years

Infrastructure Topic		Education
Sub Topic		Early Years
Infrastructure Delivery	Authority Wide	- Early years care is delivered by private, voluntary, independent and state-funded operators. - Early years care is commissioned by SBC, working with providers through provider agreements and the Early Years Foundation Stage Statutory Framework (EYFS) standards. - SBC has a statutory duty to provide sufficient early years and childcare places for children under 5 who are below statutory school age.
Current Provision	Authority Wide	- In 2021/22 there were 379 Funded Early Years Providers in Swindon - Early Years operators across the Swindon area include: - Childminders - Pre-schools and nurseries - State-funded nursery, primary, and all-through schools - Independent schools - In January 2025 there were 1,766 nursery age children at 39 mainstream schools.
Existing Issues / Opportunities	Authority Wide	- In the next 2 years there is likely to be an additional 20% increase to demand for early years places as a direct result of the expanded early years and childcare entitlements as announced in the government's Spring 2023 budget. - In September 2024 alone, 957 new families of children aged 9 months to 2 years were able to access new childcare entitlements as a result of changes to early years entitlement. - The Department for Education anticipate that by September 2025, Swindon needs to create an additional 551 early years places to meet the growing demand of families requiring childcare, extensively exacerbated by the above expansion of entitlements. - To address this, the Council recommends: - Where planning consultations include mixed-use developments or commercial space; there is a potential for attracting local early years businesses - Additional contributions should be sought towards maintained nursery classes within any new primary schools in the nearby developments - Additional contributions should be sought towards current schools to open their own nursery provisions - Or additional contributions should be sought towards new early years provision, including spanning the age range from 9months - 4 year olds.
Swindon's Central Area		The Council already has a challenge in ensuring there are sufficient childcare places, particularly within Central Swindon.
Urban area		A shortfall is predicted in childcare places in the urban area, particularly in Haydon Wick; Walcot and Park North; Gorse Hill and Pinehurst; and Liden, Eldene and Park South wards.
Strategic allocations		Early Years provision is sought as part of primary school planning at the strategic allocations to meet demand
Highworth, Blunsdon + rural north		No shortfall in places predicted in Blunsdon and Highworth at September 2025
Wroughton + rural SW		Minor shortfall in places predicted in Wroughton and Wichelstowe and Ridgeway Wards at September 2025
Wanborough + rural SE		Minor shortfall in places predicted in Ridgeway Ward at September 2025

Infrastructure Topic		Education
Sub Topic		Early Years
Existing Planned Projects	Authority Wide	- Early Years provision is sought as part of primary school planning at the strategic allocations. This includes: - New Eastern Villages: 3FE Primary School at Rowborough 1FE expansion at South Marston school (currently 0.5FE) 2FE Primary school at Redlands 2FE primary school at Lotmead 2FE Primary School at Great stall West 3FE primary at Great Stall East 3FE primary school in Kingsdown 2FE primary school in West Wichel 2FE Primary school at Lower Lotmead was planned for in the previous IDP but rejected at appeal, therefore is no longer coming forwards.
Infrastructure required to Support Growth	Authority Wide	- Insufficient Early Years provision as noted by the SBC School Place Planning department. - Additional short-term demand created by the increase in free childcare hours from 15 to 30 hours per week for 9 month to 2 year old children. - Theoretical demand for additional Early Years provision across the Borough as follows (using SBC benchmark early year demand per dwelling of 0.06 and 50 places per nursery): 2024 to 2029: 371 places or 7 Early Year facilities; 2024 to 2039: 1,418 places or 28 Early Year facilities; 2024 to 2043: 1,514 places or 30 Early Year facilities.
Swindon's Central Area		Anticipated demand for Early Years provision as a result of planned growth over the plan period as a whole is 316 places or 6 Early Year facilities
Urban area		Anticipated demand for Early Years provision as a result of planned growth over the plan period as a whole is 199 places or 4 Early Year facilities
Strategic allocations		- Anticipated demand for Early Years provision as a result of planned growth over the plan period as a whole is : 100 places or 2 Early Year facilities at Kingsdown; 512 places or 10 Early Year facilities at the New Eastern Villages; 198 places or 4 Early Year Facilities at Wichelstowe
Highworth, Blunsdon + rural north		Anticipated demand for Early Years provision as a result of planned growth over the plan period as a whole is 101 places or 2 Early Year facilities
Wroughton + rural SW		Anticipated demand for Early Years provision as a result of planned growth over the plan period as a whole is 73 places or 1 Early Year facility
Wanborough + rural SE		No additional infrastructure required as a result of planned growth
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- Taking into account the baseline position and planned growth, there are identified gaps in Early Years provision in Swindon's Central Area; the Urban Area and Highworth, Blunsdon and Rural North. - Early Years provision in the Highworth, Blunsdon and Rural North area is likely able to be accommodated through new primary school provision (including Early Years) through allocations in the Blunsdon area. - The increase in planned residential development at Wichelstowe (compared to the 2015 local plan) results in the need for an additional 2 Early Years Facilities.
Further commentary	Authority Wide	Competition for suitable developable land in the built-up area of Swindon Central Area and Swindon Urban Area against other residential and commercial uses, alongside the nature of the new supply (from multiple small and medium sized sites) will pose challenges for both providing land to deliver sufficient Early Years provision, as well as securing the funding from new development to deliver it.

Infrastructure Topic		Education
Sub Topic		Early Years
		Where viable to do so the Council should ensure that mixed use allocations in the Central Area and Urban Area deliver nursery provision, alongside encouraging the redevelopment and repurposing of vacant brownfield sites to deliver new nursery facilities.
Data / Document Sources		- Emerging Swindon Borough Local Plan 2043 (Regulation 18) Early Years Team: internal comments (undated), Swindon Borough Council - School Place Planning Needs Assessment Swindon School Places 2024-2028 (2024), Swindon Borough Council - School Population Brochure (2025), Swindon Borough Council

Primary Schools

Infrastructure Topic		Education
Sub Topic		Primary Schools
Infrastructure Delivery	Authority Wide	- Primary schools are for children aged 4-11, covering Key Stages 1 and 2 - Needs are established, planned for, and commissioned by SBC, and published annually within the School Place Planning Needs Assessment Swindon School Places 2024-2028. - Provision is made by state-funded primary and all-through schools.
Current Provision	Authority Wide	- In May 2023 there were 67 primary schools within the SBC administrative area. - In 2020 35,580 pupils were in Swindon's schools (nursery to Y14) with 59% in reception to year six (approximately 21,000). - Schools include: 11 community schools; 10 academies; 1 voluntary controlled school; 37 trusts; 4 free schools; 3 voluntary aided schools; 1 all-through school trust including both primary and secondary provision. - There is also one independent private school (Maranatha Christian School)
Existing Issues / Opportunities	Authority Wide	- There has been, and is forecast to be, sufficient capacity at the boroughwide scale over the period 2014/15 to 2026/27. - In 2024 it was forecast that due to forecast housing development (as informed by the 2023 Housing Trajectory, total 16,846 dwellings) requires 25.7FE additional primary capacity. Half of this (13FE) is at the New Eastern Villages. - Medium to long-term school place planning is challenging due to the wider dynamics at play including housing market, social mobility, central government policies, Ofsted ratings, parent choices and global major events. - The council aims to maintain a 5% surplus at schools to accommodate growth, including managing any possible temporary peak in school place demand associated with growth (the 'Swindon Peak'). If any peak in demand is not managed the Borough may have to provide even more school places that could then become surplus in the future. - As noted by the SBC School Place Planning team, rural and town centre schools have the potential to be difficult for SBC to manage school place sufficiency. - Rural areas that require expansion will need to have this managed timely to ensure that local children can attend their local school, otherwise SBC will have to fund transport for the duration of their child attending a school out of area. Funding for school transport is typically only available for a time-limited period (e.g. 3 years) post occupation. - The direction of travel is for SEND provision to be included in mainstream schools, which may affect potential for schools to expand.
Swindon's Central Area		- The Council already has a challenge in ensuring there are sufficient childcare places, particularly within Central Swindon. - Central: 28.2 FE existing. Based on 2023 housing trajectory data and Kingfisher Primary (in Wichelstowe) at 2FE in 2023, -0.1 FE capacity (a shortfall). The Council expects supply to outstrip demand in the short/medium term future, based on West Wichel 1,500 dwellings. - Whilst new dwellings in the town centre tend to be 1 and 2 bed properties with a low pupil yield, the Heart of Swindon proposals note the need for a new Primary School in the Central Area. SBC School Place Planning note that historic trends demonstrate impact of flatted development on applications for school places. - Town Centre school are usually small, limited options to expand and without sufficient play areas due to the period in which they were constructed. Therefore

Infrastructure Topic		Education
Sub Topic		Primary Schools
		'good' sites that adhere to BB103 guidelines including adequate outside spaces are needed.
<i>Urban area</i>		- North. 22 FE existing. Based on 2023 housing trajectory data 2.6 FE capacity. - North Central. 16.5 FE existing. Based on 2023 housing trajectory data 4.1 FE capacity. - East (excluding NEV). 22.8 FE existing. Based on 2023 housing trajectory data 0.6 FE capacity. - West. 11.5 FE existing. Based on 2023 housing trajectory data 3.2 FE capacity. The LA has engaged in discussions with those schools affected in the area to discuss their Pupil Admission Number to manage the forecast decline.
<i>Strategic allocations</i>		Provision made for existing planned development at these allocations (see below). 13 FE demand at NEV met in full, 3 FE at Kingsdown met in full.
<i>Highworth, Blunsdon + rural north</i>		Rural North (Warneford secondary catchment). 4.5 FE existing capacity. Based on 2023 housing trajectory data 0.4 FE capacity.
<i>Wroughton + rural SW</i>		Rural South (Ridgeway secondary catchment). 4.5 FE existing capacity. Based on 2023 housing trajectory -0.2 FE capacity (a shortfall)
<i>Wanborough + rural SE</i>		Rural South (Ridgeway secondary catchment). 4.5 FE existing capacity. Based on 2023 housing trajectory -0.2 FE capacity (a shortfall)
Existing Planned Projects	Authority Wide	- Wroughton Infants School Rebuilding Programme (funded by DfE) - Primary schools planned across the strategic allocations include: - New Eastern Villages: 3FE Primary School at Rowborough 1FE expansion at South Marston school (currently 0.5FE) 2FE Primary school at Redlands. This will be delivered by the DfE under the Free Schools Programme. 2FE primary school at Lotmead. SBC has secured funding and delivery of a new 2FE primary school under the Free Schools Programme. 2FE Primary School at Great Stall West (land agreed but not funded) 3FE primary at Great Stall East (all-through school with 10FE secondary) under the Free Schools Programme 3FE primary school in Kingsdown 2FE primary school in West Wichel 2021 IDP identifies a need for 4x 1FE expansions of existing schools in Swindon to meet adopted Local Plan demand. 2FE Primary school at Lower Lotmead was planned for in the previous IDP but rejected at appeal, therefore is no longer coming forwards.
Infrastructure required to Support Growth	Authority Wide	- Area level projections including new housing. These are assessed using simple multipliers of 0.32 for primary and 0.17 for secondary aged children per new dwelling. - Theoretical demand for additional Primary School provision across the Borough as follows: 2024 to 2029: 1,989 places or 9FE (3x 3FE schools); 2024 to 2039: 7,605 places or 36FE (12x 3FE schools); 2024 to 2043: 8,124 places or 39FE (13x 3FE schools). The Council's preferred approach is for schools to be between 2-3FE and Swindon Borough Council will only seek to open new primary schools of at least 2FE to enable a viable educational offer. - The LA has preferred site sizes for Primary schools, depending on the number of FE that is required. These are: 2 FE Primary school = 2.2 Ha and 3 FE Primary School = 3.3 Ha.
<i>Swindon's Central Area</i>		There is a need for 8FE additional provision over the plan period, which would result in 4x 2FE schools. No new schools are currently planned.

Infrastructure Topic		Education
Sub Topic		Primary Schools
		There are limited options in town centre for school provision or expansion of existing schools, as noted by the SBC School Place Planning Department.
<i>Urban area</i>		- There is a need for 5FE additional provision over the plan period, which would be 2x 2-3FE schools. A significant focus is at allocations at Pipers Way (south Swindon) and Marlow Avenue (East Swindon). - A surplus is planned (see below) at the New Eastern Villages which could assist in providing capacity in the urban area in East Swindon/Marlowe Avenue; whilst South Swindon and Pipers Way could be considered with sites in the east of Wroughton
<i>Strategic allocations</i>		- At Kingsdown 3FE is required, in line with the existing 2015 Local Plan. - At the New Eastern Villages 10FE is required, which is lower than the 14FE planned in the existing 2015 Local Plan (excluding 1FE South Marston extension). - At Wichelstowe 5FE is required compared to 3FE planned for in the 2015 Local Plan, as a result of the increased residential allocation in the emerging plan. Wichelstowe is in the 'Central' area for primary school place planning where significant residential development is proposed in Swindon's Central Area.
<i>Highworth, Blunsdon + rural north</i>		3FE is required at Highworth, Blunsdon and the Rural North. This could be partially met by new allocations north of Tadpole Garden Village (north Swindon), though North Swindon (in the urban area and well related to the allocations) has capacity of 2.6FE at present. - School expansion is required in Highworth as a result of recent planning permissions.
<i>Wroughton + rural SW</i>		2FE is required at Wroughton and the Rural South West
<i>Wanborough + rural SE</i>		No additional FE required in this area.
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	8FE in Swindon Town Centre (4x 1FE expansions already captured in the 2021 IDP, but no specific schemes available). 5FE in the urban area 2FE at Wichelstowe 3FE in Highworth, Blunsdon and Rural North 2FE in Wroughton and Rural South
Further commentary	Authority Wide	- The urban area, Highworth Blunsdon and Rural North and Wroughton and Rural South provision should be considered in combination to make the best use of existing and planned school provision, as the close proximity of development sites may enable some of the primary school place demand to be shared across a wider area. - There appears to be an overprovision of around 4FE of primary school places planned in the New Eastern Villages which could be used to assist in meeting demand in East Swindon, though the A419 is a barrier for children. - Comments from SBC School Place Planning about the higher pupil yield from affordable housing and housing association sites is noted. This is likely to reduce pupil yields in the Central Area in particular (where values are low and flats are likely) and Urban Area on brownfield sites due to decreased viability, compared to greenfield sites where relatively higher rates of affordable housing delivery are likely.
Data / Document Sources		- School Place Planning Needs Assessment Swindon School Places 2024-2028 (2024), Swindon Borough Council - School Population Brochure (2025), Swindon Borough Council - Heart of Swindon Vision Document (2025), Swindon Borough Council

Secondary Schools

Infrastructure Topic		Education
Sub Topic		Secondary Schools
Infrastructure Delivery	Authority Wide	- Secondary schools are for children aged 11-16, covering Key Stages 3 and 4. - Needs are established, planned for, and commissioned by SBC, and published annually within the School Place Planning Needs Assessment Swindon School Places 2024-2028. - Provision is made by state-funded and private secondary and all-through schools.
Current Provision	Authority Wide	- In 2020 35,580 pupils were in Swindon's schools (nursery to Y14) with 33% in year 7 to 11 (11,750). - In May 2023 there were 14 secondary schools within the administrative area: 3 academies, 7 are trusts, 3 free schools, and 1 all-through school trust including both primary and secondary provision. - None of the secondary schools in Swindon are local authority maintained.
Existing Issues / Opportunities	Authority Wide	- As new development areas have been built out at Swindon, the relatively lower cost of new homes has been attractive to young families. As a result, a higher than average proportion of young children start school together. Often a family will stay in the house that they have occupied and so these children will age together putting school place pressure on, firstly, primary schools and then on secondary schools. - Secondary school places are more difficult to predict and manage. The uncertainty associated with secondary school place pressures is exacerbated by parental preference and the fact that older pupils of secondary age are prepared to travel further to their school of their preference. Whereas with the larger housing developments over a certain size, a new secondary school is feasible, expansion of 'nearby' schools and the retention of surplus places will be essential in managing the temporary pressure. - As stated in the 2024 School Place Planning Needs Assessment, looking at forecast figures for secondary in Swindon there is estimated to be a decrease in numbers in the longer term. In 2016, there was a peak in Reception numbers where the Council implemented a number of bulge classes across the Borough. - Swindon has historically exported a number of children to out of Borough schools at transition. Up to 13% in the past has transferred to year 7 to out of Borough schools but this seems to be stabilising to around 10%, approximately 300 children. - The council aims to maintain a 5% surplus at schools to accommodate growth, including managing any possible temporary peak in school place demand associated with growth (the 'Swindon Peak'). If any peak in demand is not managed the Borough may have to provide even more school places that could then become surplus in the future. - As noted by the SBC School Place Planning team, rural and town centre schools have the potential to be difficult for SBC to manage school place sufficiency. - Rural areas that require expansion will need to have this managed timely to ensure that local children can attend their local school, otherwise SBC will have to fund transport for the duration of their child attending a school out of area. Funding for school transport is typically only available for a time-limited period (e.g. 3 years) post occupation. - Swindon School Place Planning note a recent trend where school children are moving to Swindon in Year 6 just before starting secondary school. This poses challenges for school place planning with the need for bulge classes. - As no secondary schools in Swindon are local authority maintained, expansion of existing schools can pose a particular challenge.

Infrastructure Topic		Education
Sub Topic		Secondary Schools
		The direction of travel is for SEND provision to be included in mainstream schools, which may affect potential for schools to expand.
Swindon's Central Area		- Central. 29.2 FE existing. Based on 2023 housing trajectory data -2.4 FE capacity (a shortfall). - SBC School Place Planning note that historic trends demonstrate impact of flatted development on applications for school places. - Town Centre schools are usually small, limited options to expand and without sufficient play areas due to the period in which they were constructed. Therefore 'good' sites that adhere to BB103 guidelines including adequate outside spaces are needed.
Urban area		- North. 26.7 FE existing. Based on 2023 housing trajectory data 1.8 FE capacity. - East. 13.4 FE existing. Based on 2023 housing trajectory data -1.1 FE capacity (a shortfall). - West. 7.5 FE existing. Based on 2023 housing trajectory data -0.1 FE capacity (a shortfall). Though a significant proportion of Swindon parents (upwards of 2FE) choose out of borough secondary places for their children.
Strategic allocations		Provision made for existing planned development at these allocations (see below). NEV meets additional demand in full.
Highworth, Blunsdon + rural north		Rural North (Warneford secondary catchment). 5 FE existing. Based on 2023 housing trajectory data 1.3 FE capacity.
Wroughton + rural SW		Rural South (Ridgeway secondary catchment) 9 FE existing capacity. Based on 2023 housing trajectory -1.2 FE capacity (a shortfall).
Wanborough + rural SE		Rural South (Ridgeway secondary catchment) 9 FE existing capacity. Based on 2023 housing trajectory -1.2 FE capacity (a shortfall). There are plans to redraw school place planning areas to accommodate the NEV and this opportunity will be taken by SBC School Place Planning to address any residual anomalies going forward.
Existing Planned Projects	Authority Wide	10FE all-through school at Great Stall East (3FE primary alongside) - Bulge classes securing additional places at Great Western Academy - Lawn Manor and Highworth Warneford School Rebuilding Programme (funded by DfE)
Infrastructure required to Support Growth	Authority Wide	- Area level projections including new housing. These are assessed using simple multipliers of 0.32 for primary and 0.17 for secondary aged children per new dwelling. - Theoretical demand for Secondary School provision across the Borough is as follows: 2024 to 2029: 1,057 places or 7FE (less than 1x 10FE school); 2024 to 2039: 4,040 places or 27FE (3x 10FE schools); 2024 to 2043: 4,316 places or 29FE (3x 10FE schools). - The Council's preferred approach is for schools to be between 2-3FE and Swindon Borough Council will only seek to open new primary schools of at least 2FE to enable a viable educational offer. - The optimum size for an 11 to 16 secondary school is 750 (5FE) to 1,500 (10FE) pupils. Swindon Borough Council however recognises that provision in some communities may fall outside the ideal size of secondary school and demand for additional places could be met either by expanding existing schools, if there is sufficient capacity on the site, or by new provision located within a new housing community. - The LA has preferred site sizes for Secondary schools, depending on the number of FE that is required. This is 10 FE = 10.2 Ha
Swindon's Central Area		6FE required to support growth.

Infrastructure Topic		Education
Sub Topic		Secondary Schools
<i>Urban area</i>		4FE required to support growth. There is forecast capacity in 2028 in the north of the urban area that can theoretically be used to reduce this pressure.
<i>Strategic allocations</i>		3FE required to support growth at Kingsdown (none planned) 10FE required to support growth at the New Eastern Villages (a 10FE school is planned). 4FE required to support growth at Wichelstowe (none additional planned, though The Deanery (7FE) opened in Middle Wichel in 2019 and is being opened on a phased basis).
<i>Highworth, Blunsdon + rural north</i>		2FE required to support growth. There is forecast capacity in 2028 in the rural north area that can theoretically be used to reduce this pressure.
<i>Wroughton + rural SW</i>		1FE required to support growth
<i>Wanborough + rural SE</i>		No additional FE required to support growth
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- There is a lack of secondary school provision generally. One new 10FE secondary school is currently planned at the New Eastern Villages against a demand of 29FE across the Borough. - A number of existing secondary schools can be expanded to accommodate additional growth; however depending on the feasibility of this a minimum of 1-2 x 10FE Secondary Schools is required in the Borough to meet projected needs. The greatest demand is likely to be in Wroughton and the Rural South, the Central Area and Swindon Urban Area (notably East Swindon and South Swindon). - Across the Central Area (6FE) and Urban Area (4FE) the equivalent of one new 10FE school is required. - Ridgeway School (Wroughton) is a popular school that is regularly oversubscribed. 1FE growth will be challenging to meet in the Wroughton and Rural South area, particularly in combination with growth at nearby Wichelstowe and allocations along Pipers Way.
Further commentary	Authority Wide	Comments from SBC School Place Planning about the higher pupil yield from affordable housing and housing association sites is noted. This is likely to reduce pupil yields in the Central Area in particular (where values are low and flats are likely) and Urban Area on brownfield sites due to decreased viability, compared to greenfield sites where relatively higher rates of affordable housing delivery are likely.
Data / Document Sources		- School Place Planning Needs Assessment Swindon School Places 2024-2028 (2024), Swindon Borough Council - School Population Brochure (2025), Swindon Borough Council

Special Educational Needs (SEND)

Infrastructure Topic		Education
Sub Topic		Special Educational Needs and/or Disabilities (SEND)
Infrastructure Delivery	Authority Wide	- Special Educational Needs and/or Disabilities (SEND) provision is for those with complex medical conditions, profound and multiple learning difficulties, severe learning difficulties and those with an autistic spectrum condition. - SEND school place needs are established, planned for, and commissioned by SBC. - The Special Educational Needs, Disability, Inclusion and Alternative Provision (SENDi & AP) Strategy (2023-2028) is a key document that outlines Swindon's vision for SEND over the next 5 years. - Provision is made by dedicated SEND schools and by SEND departments which operate within mainstream schools and other facilities. - Education, Health and Care Plans (EHCPs) must be prepared for children and young people with more complex needs. EHCP plans can continue up to the age of 25, provided that the individual remains in some form of education or training.
Current Provision	Authority Wide	- In 2021/22 4,715 Children and Young People receive SEN Support in an Educational Setting, that's 12.88% of the Swindon School Population (compared with 12.55% across England). - In 2021/22 1,707 Swindon Children and Young People in School have an EHCP, that's 4.66% of the Swindon School Population (compared with 3.95% across England). - There are 18 specialist settings in Swindon: - There are four SEND Primary schools within SBC with 348 children enrolled at January 2025: - One is a community school (Crowdy's Hill Primary), and - Three are an academy. - There are four SEND Secondary schools within SBC with 629 children enrolled at January 2025: - One is a community school (Crowdy's Hill Secondary), and - Three are an academy. - Two colleges and sixth forms cater for 16+ children, alongside Green Labyrinth which caters for 16+ children with mild SEN needs.. - There are a further 11 schools/facilities offering resourced provision and/or a SEND unit within a mainstream setting.
Existing Issues / Opportunities	Authority Wide	- Opportunities for future provision include the up-take and use of surplus usable space in mainstream schools; additional provision for those with autistic spectrum conditions (ASC) in mainstream schools; and additional Social Emotional and Mental Health (SEMH) places at existing SEMH schools. - New provision is needed locally to cater for additional demand from growth. - All new schools will be expected to include nursery provision for 2, 3 and 4 year olds, and flexible provision for SEND. - The direction of travel is for SEND provision to be included in mainstream schools, which may affect potential for schools to expand.
Swindon's Central Area		The Links Campus opened at the Swindon UTC site on 11th December 2024.
Urban area		- Existing SEND schools are all located in Swindon urban area: - North Swindon: Brimble Hill - North East Swindon: Crowdy's Hill (Primary and Secondary) - East Swindon: Nyland school - South East Swindon: The Chalet
Strategic allocations		N.a
Highworth, Blunsdon + rural north		N.a
Wroughton + rural SW		N.a

Infrastructure Topic		Education
Sub Topic		Special Educational Needs and/or Disabilities (SEND)
<i>Wanborough + rural SE</i>		N.a
Existing Planned Projects	Authority Wide	- New Brunel Academies Trust Alternative Provision school for 100+ pupils was granted planning permission in Upper Stratton in spring 2025. - New SEND units are planned at the following mainstream schools: Badbury Park (primary), Mountford Manor (primary), Oaktree (primary), Deanery (secondary), Kingfisher (primary) and Robert Le Kyng (primary) schools. - Expansion of special provision at Nyland (primary) and St Luke's School (secondary) - All new schools will be expected to include flexible provision for SEND. New schools currently planned are as follows: - New Eastern Villages: 3FE Primary School at Rowborough 1FE expansion at South Marston school (currently 0.5FE) 2FE Primary school at Redlands 2FE primary school at Lotmead 2FE Primary School at Great stall West 3FE primary at Great Stall East 3FE primary school in Kingsdown 2FE primary school in West Wichel 2FE Primary school at Lower Lotmead was planned for in the previous IDP but rejected at appeal, therefore is no longer coming forwards.
Infrastructure required to Support Growth	Authority Wide	- Area level projections including new housing. These are assessed using simple benchmark multipliers of 0.011 Special School Pupils Demand per Dwelling and 180 pupils per SEND All through Specialist Facility. - Theoretical demand for additional SEND school provision across the Borough as follows: 2024 to 2029: 69 places 2024 to 2039: 264 places or at least 1 SEND facility (180 pupils); 2024 to 2043: 282 places or at least 1 SEND facility (180 pupils); - As noted by the SBC School Place Planning Department there are insufficient SEND places in inclusive units at mainstream schools and also dedicated SEND schools
<i>Swindon's Central Area</i>		Theoretical yield of 59 SEND pupils
<i>Urban area</i>		Theoretical yield of 37 SEND pupils
<i>Strategic allocations</i>		- Theoretical yield of 19 SEND pupils at Kingsdown - Theoretical yield of 95 SEND pupils at the New Eastern Villages. - Theoretical yield of 37 SEND pupils at Wichelstowe
<i>Highworth, Blunsdon + rural north</i>		Theoretical yield of 19 SEND pupils
<i>Wroughton + rural SW</i>		Theoretical yield of 14 SEND pupils
<i>Wanborough + rural SE</i>		No infrastructure required.
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- Existing planned projects will deliver additional SEND provision at mainstream schools and expanded Special schools in the urban area; whilst all new Primary schools are expected to deliver flexible SEND provision. - It is unclear whether the scale of additional provision already in the pipeline is sufficient to meet demand at both Primary and Secondary level, given the recent opening of The Links Campus and the new Brunel Academies Trust facility in Stratton alongside the expectation that new primary and secondary schools will provide mainstream provision. Further input should be sought on this from stakeholders.

Infrastructure Topic		Education
Sub Topic		Special Educational Needs and/or Disabilities (SEND)
Further commentary	Authority Wide	No Further Commentary
Data / Document Sources		- Special Educational Needs and Disability Inclusion and Alternative Provision Strategy 2023-2028 (2023), Swindon Borough Council - School Place Planning Needs Assessment Swindon School Places 2024-2028 (2024), Swindon Borough Council - School Population Brochure (2025), Swindon Borough Council

Further Education and Adult Learning

Infrastructure Topic		Education
Sub Topic		Further Education and Adult Learning
Infrastructure Delivery	Authority Wide	- Post-16 education needs are established, planned for, and commissioned by SBC. - Post-16 providers offer education pathways to SBC students, including sixth forms in mainstream and SEND schools, colleges, and training and education provided in partnership with employers and other providers.
Current Provision	Authority Wide	- Provision in Swindon includes seven sixth forms in mainstream schools and three special post-16 SEND schools (see above). - There is one FE College in the area, New College Swindon. This has campuses at Queens Drive and North Star Campus (formed by the merger of Swindon College and New College). A significant number of also children attend Cirencester College in Cotswold District. - Other post-16 education and learning is delivered by University Technical College Swindon and the Swindon and Wiltshire Institute of Technology (SAWIOT), the latter which is part of New College Swindon. Green Labyrinth offer training for post-16 learners with mild SEN and other barriers to learning, for young adults with an EHCP. - Further education/adult learning venues include the New College Adult Education Centre at Focal Point in the Central Area. - Swindon Borough Council provides Adult Community Learning provision – delivered in the community across a number of venues. - Post-16 education pathways on offer in Swindon include: A-Levels, T-Levels, vocational courses (BTECs and NVQs), Level 1 and 2 courses and GCSEs, international baccalaureates, inclusive learning for learners with SEND, health and wellbeing studies, standard and higher apprenticeships, and traineeships. There are also training and employment post-16 opportunities.
Existing Issues / Opportunities	Authority Wide	- Post-16 pathway providers are also catering for closed cohort learning (when learners enrol in a course or program together and progress through it as a group), striving to align course content with the strategic priorities of the Local Skills Improvement Plan (LSIP). - The town is a higher education (HE) cold spot with one of the lowest levels of progression into Level 4– 6 in the country. Only 32.6% are qualified to level 4 or higher compared to 43% nationally. - New College Swindon report high demand for particular courses with links to local employers including construction, engineering, health and social care.
Swindon's Central Area		- Universal Technical College and SAWIOT are located in the Central Area - The Heart of Swindon proposals aim to increase the provision of new Further Education and the attractiveness of existing Further Education aligned to the UTC and SAWIOT
Urban area		- New College Queens Drive Campus is located in the urban area - Sixth form provision at Great Western Academy (north Swindon), Lydiard Park Academy (west Swindon) and Commonweal School (south Swindon).
Strategic allocations		The planned Great Stall East secondary school is planned as an all-through school from 4-16 with no sixth form provision
Highworth, Blunsdon + rural north		No sixth form in the area
Wroughton + rural SW		Sixth form at Ridgeway School
Wanborough + rural SE		No sixth form in the area
Existing Planned Projects	Authority Wide	The planned Great Stall East secondary school is planned as an all-through school from 4-16 with no sixth form provision.

Infrastructure Topic		Education
Sub Topic		Further Education and Adult Learning
		- New College Swindon is currently developing an Electric Vehicle Training Hub which will be open from Oct 2025 and will offer a wide range of courses to support the motor industry. This addresses a gap in training availability of over 50 miles in a sector critical for Swindon. - New College Swindon are also developing further capacity in construction and sustainable construction to respond to demand for academic year 25/26, addressing needs in 16-19, apprenticeships and bespoke training. New College Swindon's Welcome Hub facilities are being updated and expanded on each site to significantly improve the student experience on both campuses.
Infrastructure required to Support Growth	Authority Wide	- New College Swindon have mapped as accurately as possible the share of learners currently enrolled by IDP sub area: - Swindon Central Area – 71% of learners - New Eastern Villages – 56% of learners - Swindon Urban Area – 41% of learners - Wichelstowe – 34% of learners - Kingsdown – 64% of learners - Based on the population estimates for these areas (assuming 0.5 per household being a potential learner) NCS can expect to receive an estimated 6726 learners from these areas. Assuming equal split of ages, this is an estimate of 420 additional learners per year. - As a benchmark, theoretical demand for additional Sixth Form places (using a figure of 0.07 places per dwelling) across the Borough as follows: 2024 to 2029: 433 places; 2024 to 2039: 1,645 places; 2024 to 2043: 1,767 places. - Also as a benchmark, theoretical demand for additional Further Education or College places (using a figure of 0.05 places per dwelling) across the Borough as follows: 2024 to 2029: 313 places; 2024 to 2039: 1,198 places; 2024 to 2043: 1,279 places. - Adult Learning benchmarks (using a figure of 0.005 places per dwelling) are: 2024 to 2029: 71 places; 2024 to 2039: 264 places; 2024 to 2043: 280 places.
Swindon's Central Area		N.a
Urban area		N.a
Strategic allocations		N.a
Highworth, Blunsdon + rural north		N.a
Wroughton + rural SW		N.a
Wanborough + rural SE		N.a
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- As the main provider of Further Education and Adult Learning New College Swindon, based in the Central Area and Urban Area, is well placed to increase places to meet demand. Given the increase in the number of learners, this is likely to be at an additional campus, which could pose operational and logistical challenges for the College, especially if an additional campus were to be located outside of the central area where the existing campuses are located. - Sixth Form places could be planned for alongside a new Secondary School

Infrastructure Topic		Education
Sub Topic		Further Education and Adult Learning
Further commentary	Authority Wide	No Further Commentary
Data / Document Sources		<u>Your Options at 16: Further and Higher Education website</u> (2025), Swindon Borough Council - Swindon and Wiltshire Higher Education Strategy (2018), Swindon and Wiltshire Local Enterprise Partnership - Swindon and Wiltshire City Deal (2014), Cabinet Office - Heart of Swindon Vision Document (2025), Swindon Borough Council <u>New College Swindon Accountability Statement (2024/25 Academic Year)</u>, (2024), New College Swindon

Higher Education

Infrastructure Topic		Education
Sub Topic		Higher Education / University
Infrastructure Delivery	Authority Wide	- Higher education is tertiary education that follows secondary school education - It covers a broad array of qualifications, including foundation degree courses, Higher National Certificates and Higher National Diplomas, bachelor's degrees and postgraduate degrees. - The Office for Students (OfS) oversees higher education provision in England. - Higher Education in Swindon is provided by various institutions including university campuses based in the area and via open or distance learning (flexible study allowing learners to pursue courses / qualifications outside of a classroom setting) led by providers located in and outside of Swindon.
Current Provision	Authority Wide	- Swindon has no university of its own, however it does have university campuses and also offer higher education alongside further education, working with other universities in the region. - Swindon benefits from a number of higher education facilities including - New College Swindon University Centre (working with Partner Universities at the University of Gloucestershire and Oxford Brookes University) - SAWIOT (working with Partner Universities at the University of Gloucestershire and Oxford Brookes University) - Oxford Brookes University: Delta Business Park - Royal Agricultural University: Swindon Campus - The range of courses provided includes T-levels, apprenticeships, Honours degrees and Master's degrees.
Existing Issues / Opportunities	Authority Wide	- The Swindon and Wiltshire City Deal (2014) notes that the key economic challenge faced locally is its sizeable and growing higher level skills gap. Swindon and Wiltshire is the only LEP area in the country without a physical university. - The Swindon and Wiltshire Local Enterprise Partnership Higher Education Strategy (2017) was developed against the backdrop of an absence of a physical university presence in the area, significant change to the skills policy landscape and at a time when numerous local strategies are in development. It aims to grow and promote HE provision within the area including developing a multi campus university. - Both Swindon and Wiltshire Councils with their (Education), Employment and Skills strategies cite the need for increased participation in higher education and the growth of higher and degree level apprenticeships to meet the needs of local economy. The post 16 area review recommended that local higher education provision in the area should be developed in collaboration with universities. - Heart of Swindon proposals seek to improve the offer to students in the Central Area, including capitalising on the University of Bath's Innovation Centre for Applied Sustainable Technologies (iCAST) project in the Carriage Works
<i>Swindon's Central Area</i>		- Universal Technical College and SAWIOT are located in the Central Area - Royal Agricultural University Swindon Campus is located in the Carriage Works in Swindon's Heritage Action Zone - The Heart of Swindon proposals aim to increase the provision of new FE and the attractiveness of existing FE through creating a hub for students and new accommodation
<i>Urban area</i>		- New College Queens Drive Campus is located in the urban area - Oxford Brookes Delta Business Park
<i>Strategic allocations</i>		N/A
<i>Highworth, Blunsdon + rural north</i>		N/A
<i>Wroughton + rural SW</i>		N/A

Infrastructure Topic		Education
Sub Topic		Higher Education / University
<i>Wanborough + rural SE</i>		N/A
Existing Planned Projects	Authority Wide	- The Heart of Swindon proposals aim to increase the provision of new FE and the attractiveness of existing FE through creating a hub for students and new accommodation. - Proposal from the Council to partner with University of Bath to provide FE places linked to the ICAST Creative Hub project in the Carriage Works that opened in 2024.
Infrastructure required to Support Growth	Authority Wide	With a growing population and local stakeholder aspirations to increase HE opportunities within the Borough, additional land will be required to meet this demand. The quantum and location of land should be driven by engagement with education providers and local stakeholders, including the business community.
<i>Swindon's Central Area</i>		Aspiration to provide further town centre HE opportunities to build on existing opportunities and support regeneration in line with the Heart of Swindon proposals
<i>Urban area</i>		N.a
<i>Strategic allocations</i>		N.a
<i>Highworth, Blunsdon + rural north</i>		N.a
<i>Wroughton + rural SW</i>		N.a
<i>Wanborough + rural SE</i>		N.a
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	Floorspace for additional town centre HE places, ideally as part of mixed use development in Swindon's Central Area.
Further commentary	Authority Wide	No Further Commentary
Data / Document Sources		- Swindon and Wiltshire Higher Education Strategy (2018), Swindon and Wiltshire Local Enterprise Partnership - Swindon and Wiltshire City Deal (2014), Cabinet Office - Heart of Swindon Vision Document (2025), Swindon Borough Council

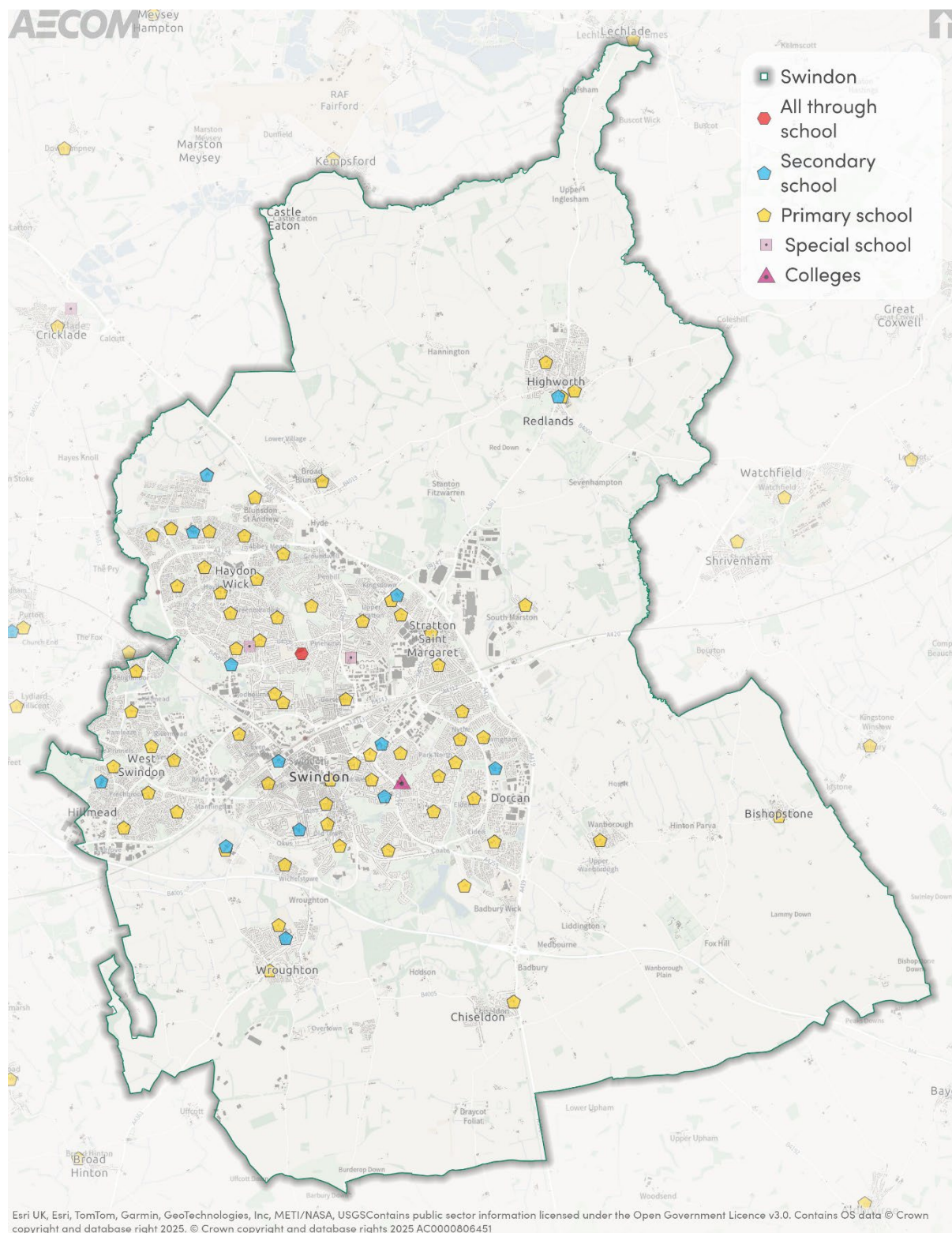


Figure 4-4: Educational infrastructure map

Health and Social Care

Primary Healthcare and Public Health

Infrastructure Topic		Health and social care
Sub Topic		Primary Healthcare and Public Health
Infrastructure Delivery	Authority Wide	• This covers healthcare provisions designed to be the first point of contact in the healthcare system; this includes general practice, dentistry, pharmacies and optician provisions. • Current strategic priorities which align with the NHS 10 Year Health Plan focus on preventative measures, care within the community which supports locally targeted interventions. Preventative measures should include prioritising healthy and active lifestyles through place-making principles linked to supporting healthy lifestyles. Care in the community should shift patients out of hospitals into neighbourhood and community healthcare settings and locally specific factors and health profiles (outcomes and current infrastructures) should drive appropriate planning for future, targeted provisions which support positive physical and mental health outcomes. It is important to ensure that growth does not exacerbate place-based health issues, and that change is supported by appropriately targeted health infrastructures which support the aims of the NHS 10 Year Health Plan. Integrating the channels for accessing primary and acute healthcare has been a focus recently, with a single front door at Swindon's Great Western Hospital directing those seeking support to the correct service. • Public health focuses on improving and protecting the health of a population, reducing health inequalities and supporting longer healthy life expectancy. The NHS 10 Year Health Plan focuses on three shifts: from hospital to community, analogue to digital and treatment to prevention. Community care is a key focus on this element of public health, with HCRG acting as the key providers across Swindon. Community diagnostic centres offer a range of services to support diagnostics in a community setting, away from hospitals. • The voluntary sector supports care within the community and is formed of an array of organisations, community groups and individuals. Although this is a critical element of public health, associated infrastructure is not planned for or managed in ways which align with the more organised forms of provision. • The Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (BSW ICB) came into being in 2022, taking over health and care service related planning from the previous clinical commissioning group. It is responsible for planning and commissioning across the area. Those organisations that make up the Integrated Care System (ICS) include the region's three NHS foundation trusts, 88 GP practices and three local councils, as well as the ambulance service, community caregivers, mental health providers and hundreds of local voluntary, community and social enterprise groups. There are nine Primary Care Networks (PCN) which operate in Swindon. PCNs help to make sure that patients are supported and signposted to the health and care professional who is best placed to help – this could be a GP, pharmacist, district nurse, physiotherapist, paramedic, physician associate, as well as staff working in social care or the voluntary sector. There is an upcoming shift to the PCNs across Swindon, meaning that Brunel will act as one grouping. • Pharmacies are a part of the primary care sector in England, under the 'community pharmacy' pillar of NHS primary care services. They generally function to dispense medicine, to advise and support around medicines, for minor acute illnesses, or for ongoing long-term conditions. NHS England are responsible for managing community pharmacy services, policies and guidelines (with The Department of Health and Social Care (DHSC) holding responsibility for funding matters). The BSW Integrated Care Board is responsible for commissioning local services to meet need

Infrastructure Topic		Health and social care																																																						
Sub Topic		Primary Healthcare and Public Health																																																						
Current Provision	Authority Wide	There are 22 GP surgeries (ICB NHS Property Services Report) (38 according to spatial data- these are listed below) <table><tr><td>47 VICTORIA ROAD</td><td>MERCHISTON SURGERY</td><td>TAW HILL MEDICAL PRACTICE</td></tr><tr><td>ABBEY MEADS VILLAGE CTR</td><td>MOORMEAD ROAD</td><td>TEMPLE CHAMBERS</td></tr><tr><td>ASHINGTON HOUSE SURGERY</td><td>MOREDON MEDICAL CENTRE</td><td>THE GREAT WESTERN SURGERY</td></tr><tr><td>ASHINGTON WAY</td><td>NEW SWINDON NHS HLTH CTR</td><td>THE HERMITAGE SURGERY</td></tr><tr><td>AWP, SANDALWOOD COURT</td><td>NORTH SWINDON DISTRICT CT</td><td>THE LAWN MEDICAL CENTRE</td></tr><tr><td>CIVIC OFFICES</td><td>NORTH SWINDON PRACTICE</td><td>THE WHALEBRIDGE PRACTICE</td></tr><tr><td>CORNERSTONE PRACTICE</td><td>OLD TOWN SURGERY</td><td>VICTORIA CROSS SURGERY</td></tr><tr><td>ELDENE HEALTH CENTRE</td><td>PARK LANE PRACTICE</td><td>WESTROP SURGERY</td></tr><tr><td>ELDENE SURGERY</td><td>PHOENIX SURGERY</td><td>WHARF ROAD</td></tr><tr><td>GREAT WESTERN HOSPITAL</td><td>PRIORY ROAD MED CENTRE</td><td>WROUGHTON HEALTH CENTRE</td></tr><tr><td>GROUND FLOOR, UNIT 1</td><td>PROSPECT HOSPICE</td><td></td></tr><tr><td>HAWTHORN MEDICAL CENTRE</td><td>RIDGE GREEN MEDICAL CTR.</td><td></td></tr><tr><td>KINGSWOOD SURGERY</td><td>SPARCELLS SURGERY</td><td></td></tr><tr><td>MARLBOROUGH ROAD SURGERY</td><td>SWINDON ALCOHOL SERVICE</td><td></td></tr></table>	47 VICTORIA ROAD	MERCHISTON SURGERY	TAW HILL MEDICAL PRACTICE	ABBEY MEADS VILLAGE CTR	MOORMEAD ROAD	TEMPLE CHAMBERS	ASHINGTON HOUSE SURGERY	MOREDON MEDICAL CENTRE	THE GREAT WESTERN SURGERY	ASHINGTON WAY	NEW SWINDON NHS HLTH CTR	THE HERMITAGE SURGERY	AWP, SANDALWOOD COURT	NORTH SWINDON DISTRICT CT	THE LAWN MEDICAL CENTRE	CIVIC OFFICES	NORTH SWINDON PRACTICE	THE WHALEBRIDGE PRACTICE	CORNERSTONE PRACTICE	OLD TOWN SURGERY	VICTORIA CROSS SURGERY	ELDENE HEALTH CENTRE	PARK LANE PRACTICE	WESTROP SURGERY	ELDENE SURGERY	PHOENIX SURGERY	WHARF ROAD	GREAT WESTERN HOSPITAL	PRIORY ROAD MED CENTRE	WROUGHTON HEALTH CENTRE	GROUND FLOOR, UNIT 1	PROSPECT HOSPICE		HAWTHORN MEDICAL CENTRE	RIDGE GREEN MEDICAL CTR.		KINGSWOOD SURGERY	SPARCELLS SURGERY		MARLBOROUGH ROAD SURGERY	SWINDON ALCOHOL SERVICE													
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		There are eight PCNs – all but one of which have existing deficits in GP floorspace (see below). There is an upcoming shift to the PCNs across Swindon, meaning that Brunel will act as one grouping. <table><tr><th>PCN</th><th>Weighted patient list size (October 2023)</th><th>HBN 11-01 required floorspace (sqm NIA)</th><th>Existing floorspace (sqm NIA)</th><th>Space surplus or deficit (sqm)</th><th>% Capacity (existing against required floorspace)</th></tr><tr><td>Brunel 1</td><td>23,821</td><td>1,633</td><td>731</td><td>-903</td><td>45%</td></tr><tr><td>Brunel 2</td><td>27,511</td><td>1,886</td><td>953</td><td>-933</td><td>51%</td></tr><tr><td>Brunel 3</td><td>28,226</td><td>1,935</td><td>895</td><td>-1,040</td><td>46%</td></tr><tr><td>Brunel 4</td><td>47,250</td><td>3,240</td><td>3,564</td><td>324</td><td>110%</td></tr><tr><td>Brunel 5</td><td>29,628</td><td>2,032</td><td>1,504</td><td>-528</td><td>74%</td></tr><tr><td>Brunel 6</td><td>20,430</td><td>1,401</td><td>1,154</td><td>-247</td><td>82%</td></tr><tr><td>Sparcells</td><td>20,463</td><td>1,403</td><td>616</td><td>-787</td><td>44%</td></tr><tr><td>Wyvern</td><td>53,588</td><td>3,675</td><td>2,965</td><td>-710</td><td>81%</td></tr></table>	PCN	Weighted patient list size (October 2023)	HBN 11-01 required floorspace (sqm NIA)	Existing floorspace (sqm NIA)	Space surplus or deficit (sqm)	% Capacity (existing against required floorspace)	Brunel 1	23,821	1,633	731	-903	45%	Brunel 2	27,511	1,886	953	-933	51%	Brunel 3	28,226	1,935	895	-1,040	46%	Brunel 4	47,250	3,240	3,564	324	110%	Brunel 5	29,628	2,032	1,504	-528	74%	Brunel 6	20,430	1,401	1,154	-247	82%	Sparcells	20,463	1,403	616	-787	44%	Wyvern	53,588	3,675	2,965	-710	81%
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		There are 20 dentist practices in Swindon offering NHS Dental Services. <table><tr><td>Smilecare Swindon Limited</td><td>Dr Michael Frain Ltd</td><td>Wichelstowe Dental care</td></tr><tr><td>MR RS DHARWAR/ Dentalcare Swindon Ltd</td><td>BASDAC LLP</td><td>Ms Sophia Wahla and Mr Mohamed Sadaf Khan</td></tr><tr><td>Priory Vale Partnership</td><td>Wiltshire & Swindon CDS</td><td>MR CR BORLAND</td></tr><tr><td>Park South Dental Care Ltd</td><td>Whitecross Dental care Ltd</td><td>Mrs R Sood</td></tr><tr><td>Milton Partners</td><td>Smileright Limited</td><td>Euro Dental Surgery</td></tr><tr><td>MRS S IRAVANI</td><td>Thomas, Huws & Associates</td><td>Dr Dominic Killian Ltd</td></tr><tr><td>MR JS DHARIWAL</td><td>MRS L JAMES</td><td></td></tr></table>	Smilecare Swindon Limited	Dr Michael Frain Ltd	Wichelstowe Dental care	MR RS DHARWAR/ Dentalcare Swindon Ltd	BASDAC LLP	Ms Sophia Wahla and Mr Mohamed Sadaf Khan	Priory Vale Partnership	Wiltshire & Swindon CDS	MR CR BORLAND	Park South Dental Care Ltd	Whitecross Dental care Ltd	Mrs R Sood	Milton Partners	Smileright Limited	Euro Dental Surgery	MRS S IRAVANI	Thomas, Huws & Associates	Dr Dominic Killian Ltd	MR JS DHARIWAL	MRS L JAMES																																		
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Infrastructure Topic		Health and social care																				
Sub Topic		Primary Healthcare and Public Health																				
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		• There are 39 pharmacies across Swindon. The Pharmaceutical Needs Assessment (2022-2025) - reports 38 community pharmacies, equating to 17 per 100,000 population. In addition, there are four dispensing general practices, alongside one distance selling pharmacy based in Swindon (this is not included within the needs assessment's findings). • There is one community diagnostic centre in Swindon.																				
Existing Issues / Opportunities	Authority Wide	• Key issues of deficits in GP floorspace. • The delivery of new and improved healthcare infrastructure is significantly resource intensive. The NHS as a whole is facing significant constraints in terms of the funding needed to deliver healthcare services, and population growth from new housing development adds further pressure to the system. New development will need to make a proportionate contribution to funding the healthcare needs arising from new development. Given health infrastructure's strategic importance to supporting housing growth and sustainable development, it should be considered at the forefront of priorities for infrastructure delivery in the new Local Plan. • Swindon has a current shortfall in NHS dentist services, leading to dental care access issues. • There are no current plans or approved projects for the extension of existing primary care premises or new developments that would deliver additional capacity within the central plan area. Funding solutions ought to be sought through strategic planning and cooperation between the Council and the NHS and its partners. Key options to support growth and increase primary care capacity are: – Consolidation reconfiguration and development of existing premises; or – Provide a centralised, larger primary care facility. • NEV Growth must only be supported if essential healthcare infrastructure can be delivered alongside housing. Existing growth has not delivered required mitigation due to viability concerns. • The resolution to grant planning permission for the Kingsdown allocation (reference) S/OUT/17/1871 states that future GP provision in NEV will be able to accommodate the population growth from Kingsdown. The ICB express concern that growth at this location will not be sustainable and may not contribute to essential primary care needs. • Current evidence suggests that pharmaceutical needs are provided for in an adequate manner (The Pharmaceutical Needs Assessment (2022-2025)) • Potential Community Hub to facilitate primary care, community health, social care and mental health to support neighbouring communities and support hospital flow (integrated as part of the front door) located on the expansion land. This could be a potentially key development between Swindon partners based in the 'community' but linked to hospital flow needs. This is currently aspirational and a business case is not forthcoming, as of yet.																				

Infrastructure Topic	Health and social care	
Sub Topic	Primary Healthcare and Public Health	
		- Operational aspects of primary healthcare space, including at GP surgeries, means that community workers from acute and social care sectors are required to operate from primary care settings. The shortfall in capacity is preventing this from taking place as expected. - An updated Pharmaceutical Needs Assessment is due to be published in October 2025.
<i>Swindon's Central Area</i>		6 GP surgeries 3 NHS dentists 6 opticians 4 pharmacies
<i>Urban area</i>		26 GP surgeries 16 NHS dentists 8 opticians 30 pharmacies 1 community diagnostic centre
<i>Strategic allocations</i>		1 opticians in New Eastern Villages boundary 1 dentist in Wichelstowe
<i>Highworth, Blunsdon + Rural North</i>		1 GP surgery 2 opticians 2 pharmacies
<i>Wroughton + rural SW</i>		5 GP surgeries 1 opticians 2 pharmacies
<i>Wanborough + rural SE</i>		No infrastructure in area
Existing Planned Projects	Authority Wide	- Additional GP capacity equivalent to 11 Whole Time Equivalent GPs at the New Eastern Villages, plus additional dentist and pharmacy provision 7GP Surgery at Middle Wichel District Centre - New pharmacy at Middle Wichel District Centre
Infrastructure required to Support Growth	Authority Wide	- The above stated shortfall in GP provision would need to be provided for, alongside the below being required to meet additional needs derived from future housing and population growth: 4,800sqm of GP/primary healthcare space; 1,100sqm of dental healthcare space, alongside 22 new dental practitioners. 11 new community pharmacies.
<i>Swindon's Central Area</i>		- Proximity to Wichelstowe development suggests that any new healthcare premises solutions needed could be met by investment in existing premises. - To support growth in this area over the Plan period, the following would be required: 1,000sqm of GP/primary healthcare space; 230sqm of dental healthcare space, alongside 5 new dental practitioners. 2 new community pharmacies.
<i>Urban area</i>		- To support growth in this area over the Plan period, the following would be required: 630sqm of GP/primary healthcare space; 150sqm of dental healthcare space, alongside 3 new dental practitioners. 1 new community pharmacy.
<i>Strategic allocations</i>		Investment in new facilities in these areas will be essential to accommodate the additional need

Infrastructure Topic	Health and social care	
Sub Topic	Primary Healthcare and Public Health	
	- To support growth in this area over the Plan period, the following would be required at the Kingsdown strategic growth area: 320sqm of GP/primary healthcare space; 70sqm of dental healthcare space, alongside 1 new dental practitioner. 1 new community pharmacy. - To support growth in this area over the Plan period, the following would be required at the New Easton Villages strategic growth area: 1,620sqm of GP/primary healthcare space; 380sqm of dental healthcare space, alongside 8 new dental practitioners. 4 new community pharmacies. - To support growth in this area over the Plan period, the following would be required at the Wichelstowe strategic growth area: 630sqm of GP/primary healthcare space; 150sqm of dental healthcare space, alongside 3 new dental practitioners. 1 new community pharmacy.	
<i>Highworth, Blunsdon + Rural North</i>	- To support growth in this area over the Plan period, the following would be required: 320sqm of GP/primary healthcare space; 75sqm of dental healthcare space, alongside 1 new dental practitioner. 1 new community pharmacy.	
<i>Wroughton + rural SW</i>	- To support growth in this area over the Plan period, the following would be required: 230sqm of GP/primary healthcare space; 50sqm of dental healthcare space, alongside 1 new dental practitioner. 1 new community pharmacy.	
<i>Wanborough + rural SE</i>	- To support growth in this area over the Plan period, the following would be required: 50sqm of GP/primary healthcare space; 10sqm of dental healthcare space and no new dental practitioners.	
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- Primary healthcare infrastructure in the form of GP, Dentistry and Pharmacy provisions have been planned for at the New Eastern Villages strategic growth area. - Primary healthcare infrastructure in the form of GP and pharmacy provision has been planned for at the Wichelstowe strategic growth area. - All other growth and additional growth on these sites will need to make up the shortfall of provision, in line with the identified requirements set out above.
Further commentary	Authority Wide	The BSW ICB have identified concerns relating to the delivery of primary healthcare facilities to support housing and population growth competing with viability challenges.
Data / Document Sources		(The Pharmaceutical Needs Assessment (2022-2025) - https://www.swindonjsna.co.uk/wp-content/uploads/2022/10/Swindon-PNA-2022_FINAL.pdf)). - Asset data from NHS website (2025) - BSW ICB Response to the Swindon LP Housing Growth engagement - AECOM Swindon Infrastructure Calculator (2025) - NEV IDP 2021. NHS England and Swindon CCG

Acute and Mental Healthcare

Infrastructure Topic		Health and social care
Sub Topic		Acute and Mental Healthcare
Infrastructure Delivery	Authority Wide	- Acute care refers to short-term treatment, usually in a hospital, for patients with any kind of physical or mental health illness or injury. This covers hospital(s) in the Swindon Borough. - The Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board came into being in 2022, taking over health and care service related planning from the previous clinical commissioning group. They are responsible for planning and funding for hospital services, however the Great Western Hospital NHS Foundation Trust is responsible for the operational management of the hospital. - The Avon and Wiltshire Mental Health Partnership NHS Trust is the lead provider of healthcare for people with serious mental illness, learning disabilities and autism across Bath and North East Somerset (BaNES), Swindon and Wiltshire, and Bristol, North Somerset and South Gloucestershire. Second Steps and Mind are leading community providers of mental healthcare support. - Note the engagement response summarised within the 'Infrastructure Delivery' section of the Primary Healthcare and Public Health' proforma. This focuses on the importance of reducing pressures on acute healthcare services, by supporting preventative health measures and care within the community.
Current Provision	Authority Wide	- There is one NHS hospital in Swindon (Great Western Hospital). It has a bed capacity of 450 acute care beds with a catchment of around 340,000 (including from outside the Swindon boundary) and offer a range of acute healthcare services. - Minor injuries and urgent treatment centres are a form of acute healthcare provision, however the nearest service is found in Trowbridge, outside of Swindon. - The Great Western Hospital offers a 'Mental Health Liaison' service in partnership with the Avon and Wiltshire Mental Health Partnership NHS Trust. For more specific, younger-age related provisions, the child and adolescent mental health services (CAMHS) works with people and families of those ages 0-18 and operates by phoneline and an in person centre at the Marlborough House centre.
Existing Issues / Opportunities	Authority Wide	- The Care Quality Commission is the independent regulator of health and social care in England. It monitors and inspects services, to make sure they are safe, effective and provide high-quality care. The Great Western Hospital is rated as 'required improvement' - Waiting times for A&E services are underperforming: 0-4 hours: 69% 4-12 hours: 24% - Over 12 hours: 7% - Current provisions are operating at, or above capacity and the numbers of patients and severity of condition continue to increase. Other challenges relate to staffing levels, recruitment, and staff stress levels. - Housing growth does not financially contribute towards acute healthcare provision at the Great Western Hospital, however population growth nearby significantly increases pressure at the site. - Great Western Hospital planning has factored in reinforced foundations, to enable upwards expansion when needed. - Expansion is needed to support the following key strategic schemes: - Decant to allow ward refurbishment ahead of the PFI closure in 2029. - Infrastructure investment, power capacity, drainage, road / bus / cycle network across expansion land.

Infrastructure Topic		Health and social care
Sub Topic		Acute and Mental Healthcare
		– New Sterile Service Unit, to enlarge and relocate a critical service on the expansion land. – Potential Community Hub to facilitate primary care, community health, social care and mental health to support neighbouring communities and support hospital flow (integrated as part of the front door) located on the expansion land. This could be a potentially key development between Swindon partners based in the 'community' but linked to hospital flow needs. – Potential supporting facilities to promote good health choices, children's play area, outdoor gym equipment, walking routes etc to support rehabilitation – on the expansion land. – New staff and student accommodation on the expansion land. – New Private Patient facility on the expansion land. – Additional retail development to support visitor experience. – The hospital is currently operating at capacity for energy provision, and any future expansion at this site needs to be supported by major investment in grid upgrades.
Swindon's Central Area		• N.a
Urban area		• 1 Hospital – Great Western Hospital • Marlborough House Community Child and adolescent mental health services (CAMHS)
Strategic allocations		• N.a
Highworth, Blunsdon + Rural North		• N.a
Wroughton + rural SW		• N.a
Wanborough + rural SE		• N.a
Existing Planned Projects	Authority Wide	• Following the successful confirmation of £30million of central Government funding, the Trust setup the Way Forward Programme, a dedicated project team helping to improve services at Great Western Hospital. • Strategic expansion of the Hospital site, to improve existing service provision for staff, patients and visitors. • Avon and Wiltshire Mental Health Partnership NHS Trust has been selected as one of 10 hospital trusts to receive funding to continue trials for Mental Health A&E services, though, it is not certain where this would be located.
Infrastructure required to Support Growth	Authority Wide	• Housing growth is likely to significantly impact The Great Western Hospital and the demand seen. Notably the key areas for housing development are located close to and around the hospital site, which will result in relative ease of access to the facility and will impact on stretched services / resources. Transformation will include a focus on prevention and early intervention as well as moving services into the community where possible. This will support mitigation of demand but is unlikely to match the pace of housing development as population health choices and lifestyles take time to take effect. • Given the single site of acute healthcare provision is at the Great Western Hospital, it is expected that growth across the Swindon Borough would contribute towards additional need and associated provision at this single site. The same is assumed for mental health care provisions at the Marlborough House CAMHS site. - The proposed growth would give rise to a need for 103 additional acute healthcare beds, equating to 6,500sqm of floorspace. - The proposed growth would give rise to a need for 17 additional mental healthcare beds, equating to 1,500sqm of floorspace as well as 2,700sqm of additional community and mental health service provision.
Swindon's Central Area		• The proposed growth would give rise to a need for 560sqm of additional community and mental health service provision.

Infrastructure Topic		Health and social care
Sub Topic		Acute and Mental Healthcare
<i>Urban area</i>		- The proposed growth would give rise to a need for 103 additional acute healthcare beds, equating to 6,500sqm of floorspace. - The proposed growth would give rise to a need for 17 additional mental healthcare beds, equating to 1,500sqm of floorspace. - The proposed growth would give rise to a need for 350sqm of additional community and mental health service provision.
<i>Strategic allocations</i>		- Kingsdown - The proposed growth would give rise to a need for 180sqm of additional community and mental health service provision. - New Eastern Villages - The proposed growth would give rise to a need for 910sqm of additional community and mental health service provision. - Wichelstowe - The proposed growth would give rise to a need for 350sqm of additional community and mental health service provision.
<i>Highworth, Blunsdon + Rural North</i>		The proposed growth would give rise to a need for 180sqm of additional community and mental health service provision.
<i>Wroughton + rural SW</i>		The proposed growth would give rise to a need for 130sqm of additional community and mental health service provision.
<i>Wanborough + rural SE</i>		The proposed growth would give rise to a need for 30sqm of additional community and mental health service provision.
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	N.a
Further commentary	Authority Wide	Any major investments by the NHS are challenging due to the restricted availability of capital.
Data / Document Sources		- Asset data from NHS website (2025) - BSW ICB Response to the Swindon LP Housing Growth engagement - Care Quality Commission (CQC) reporting - NHS Great Western Hospitals – Our local strategic direction 2025-2028 - AECOM Swindon Infrastructure Calculator (2025)

Social Care

Infrastructure Topic		Health and social care
Sub Topic		Social Care
Infrastructure Delivery	Authority Wide	- Social care, within the context of the NHS, is a broad term encompassing services and support that help individuals and families maintain their independence and well-being, particularly when facing challenges related to health, disability, or social circumstances. - Adult social care is part of a complex system of services and support – including the NHS, the Integrated Care System (ICS), and local authorities. - Infrastructures within this topic include: nursing homes for older people, residential care homes, residential homes for people with learning disabilities, sheltered housing, supported living centres, supported housing centres, adult social care centres, children and family centres and residential accommodation for children with disabilities. - Note the engagement response summarised within the 'Infrastructure Delivery' section of the Primary Healthcare and Public Health' proforma. The focus includes preventative healthcare measures, aimed at improving the mental and physical health outcomes of the public.
Current Provision	Authority Wide	- Swindon Borough Council reports: 12 nursing homes for older people; 34 residential care homes; 22 residential homes for people with learning disabilities; 55 sheltered housing sites; 9 supported living centres; and 13 supported housing centres,
Existing Issues / Opportunities	Authority Wide	- Current and projected increased demand across all areas due to aging/growing population and associated increases in patients and conditions. - Continued financial constraints to local authority and social care budgets. - Other issues relate to workforce challenges and to safety/ accessibility of existing housing stock. - Increasing demand for social service crisis services due to shortages in acute and mental health provisions.
<i>Swindon's Central Area</i>		N.a
<i>Urban area</i>		N.a
<i>Strategic allocations</i>		Contributions towards the provision of Adult's Social Care at the New Eastern Villages. This project is under ongoing review, though is essential to provide facilities and accessible housing to address increased demand for such housing created by the New Eastern Villages and enable people to live independently and stay within their communities longer.
<i>Highworth, Blunsdon + Rural North</i>		N.a
<i>Wroughton + rural SW</i>		N.a
<i>Wanborough + rural SE</i>		N.a
Existing Planned Projects	Authority Wide	No existing planned projects have been identified through stakeholder engagement, existing Infrastructure Delivery Plans or other Council documents identified.
Infrastructure required to Support Growth	Authority Wide	- In order to support the planned for growth over the Plan period, social care provisions will need to be delivered to meet the identified need of: 317 nursing home bed places (equating to 4 nursing care unit facilities) 458 residential care bed places (equating to 6 residential care unit facilities) 176 extra care bed places (equating to 2 care unit facilities) 1 adult social care centre

Infrastructure Topic		Health and social care
Sub Topic		Social Care
		– 3 children and family centres – 7 residential accommodation beds for children with disabilities
<i>Swindon's Central Area</i>		• 66 nursing home bed places (equating to 1 nursing care unit facility) • 96 residential care bed places (equating to 1 residential care unit facility) • 37 extra care bed places • 1 children and Family centre • 1 residential accommodation bed for children with disabilities
<i>Urban area</i>		• 42 nursing home bed places (equating to 1 nursing care unit facility) • 60 residential care bed places (equating to 1 residential care unit facility) • 23 extra care bed places • 1 residential accommodation bed for children with disabilities
<i>Strategic allocations</i>		Kingsdown • 21 nursing home bed places • 30 residential care bed places • 12 extra care bed places New Eastern Villages • 107 nursing home bed places (equating to 1 nursing care unit facility) • 155 residential care bed places (equating to 2 residential care unit facilities) • 60 extra care bed places (equating to 1 care unit facilities) • 1 children and family centre • 2 residential accommodation beds for children with disabilities Wichelstowe • 41 nursing home bed places (equating to 1 nursing care unit facilities) • 458 residential care bed places (equating to 6 residential care unit facilities) • 176 extra care bed places (equating to 2 care unit facilities) • 1 adult social care centre • 3 children and family centres • 7 residential accommodation beds for children with disabilities
<i>Highworth, Blunsdon + Rural North</i>		• 21 nursing home bed places (equating to 1 nursing care unit facility) • 60 residential care bed places (equating to 1 residential care unit facility) • 23 extra care bed places • 1 residential accommodation bed for children with disabilities
<i>Wroughton + rural SW</i>		• 15 nursing home bed places • 22 residential care bed places • 9 extra care bed places
<i>Wanborough + rural SE</i>		• 3 nursing home bed places • 5 residential care bed places • 2 extra care bed places
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• The needs identified above are required to be delivered in order to support the future needs arising from planned for housing and associated population increases.
Further commentary	Authority Wide	• It would be expected that the above social care provisions would be provided for centrally.
Data / Document Sources		• Swindon Borough Council website and directory • NEV Planning Obligations SPD

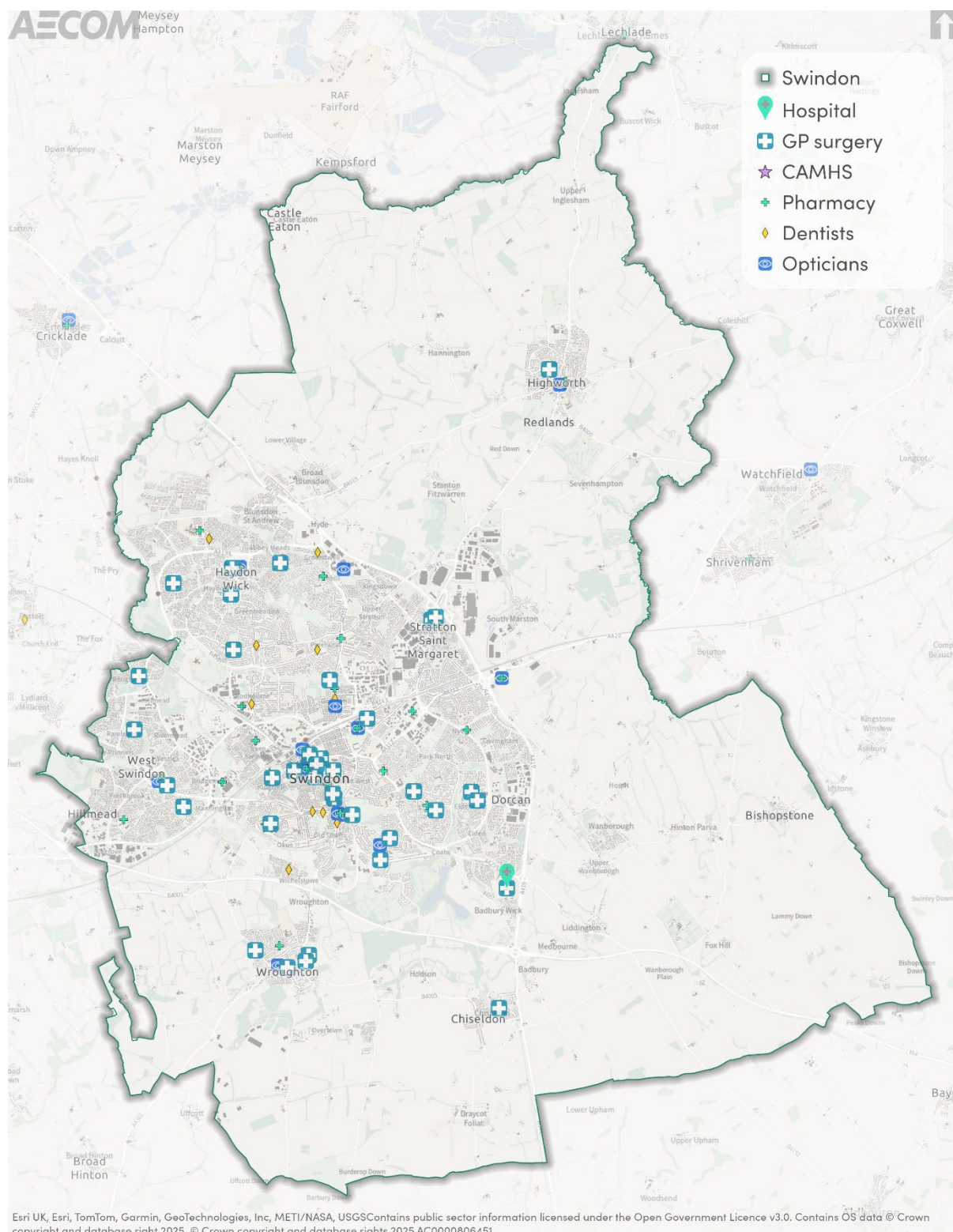


Figure 4-5: Health and social care infrastructure map

Emergency Services

Ambulance

Infrastructure Topic		Emergency Services
Sub Topic		Ambulance
Infrastructure Delivery	Authority Wide	The South Western Ambulance Service NHS Foundation Trust (SWASFT) is responsible for the provision of ambulance services for Wiltshire
Current Provision	Authority Wide	- One ambulance station identified at Swindon Ambulance Station (Queens Dr), operated by the SWASFT - St John Ambulance, a voluntary first aid and training organisation who support public events and community health also operate a service in Swindon, with a first aid training facility at Rodbourne Road, and an ambulance hub at Barnfield Road
Existing Issues / Opportunities	Authority Wide	TBC
Swindon's Central Area		N/A
Urban area		- Swindon Ambulance Station - St John Ambulance
Strategic allocations		N/A
Highworth, Blunsdon + rural north		N/A
Wroughton + rural SW		N/A
Wanborough + rural SE		N/A
Existing Planned Projects	Authority Wide	The need for a shared emergency services facilities at Drove Ambulance Station was identified under Emergency Services 4.298 in the adopted Local Plan (2015)
Infrastructure required to Support Growth	Authority Wide	Increased ambulance capacity (0.53 stations based on total population growth of 55,880, using AECOM SIF Model assumption of 104,762 population per ambulance station)
Swindon's Central Area		N/A
Urban area		N/A
Strategic allocations		N/A
Highworth, Blunsdon + rural north		N/A
Wroughton + rural SW		N/A
Wanborough + rural SE		N/A
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	Increased ambulance capacity will likely be required to support planned growth
Further commentary	Authority Wide	Growth may be accommodated by the previously identified infrastructure in the adopted local plan
Data / Document Sources		Swindon Borough Local Plan (2015), Swindon Borough Council

Fire and Rescue Services

Infrastructure Topic		Emergency Services
Sub Topic		Fire and Rescue
Infrastructure Delivery	Authority Wide	Dorset and Wiltshire Fire and Rescue is the local provider for emergency services in Swindon, serving Dorset, Wiltshire, and Swindon Borough
Current Provision	Authority Wide	Three fire stations identified, one at Swindon Fire Station Drove Road, one at Stratton Fire Station (Highworth Road), and one at Westlea Fire Station (Mead Way)
Existing Issues / Opportunities	Authority Wide	TBC
Swindon's Central Area		N/A
Urban area		- Stratton Fire Station - Swindon Fire Station - Westlea Fire Station
Strategic allocations		N/A
Highworth, Blunsdon + rural north		N/A
Wroughton + rural SW		N/A
Wanborough + rural SE		N/A
Existing Planned Projects	Authority Wide	The following projects were identified under Emergency Services 4.298 in the adopted Local Plan (2015): - A shared emergency services facility at Drove Ambulance Station; - A new fire station in the northeast of Swindon if required; - A new fire station in the southeast of Swindon if required; - Increased capacity at Westlea Fire Station
Infrastructure required to Support Growth	Authority Wide	One new fire station is required (1.22 stations based on total population growth of 55,880, using AECOM SIF Model assumption of 45,833 population per fire station station)
Swindon's Central Area		N/A
Urban area		N/A
Strategic allocations		N/A
Highworth, Blunsdon + rural north		N/A
Wroughton + rural SW		N/A
Wanborough + rural SE		N/A
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	Three new fire stations, alongside capacity increase at Westlea Fire Station, may be required to support growth targets
Further commentary	Authority Wide	Unclear whether proposed northeast and southeast stations are deliverable or required
Data / Document Sources		Swindon Borough Local Plan (2015), Swindon Borough Council

Police

Infrastructure Topic		Community and Civic
Sub Topic		Police
Infrastructure Delivery	Authority Wide	Wiltshire Police is the local provider for police services covering Swindon
Current Provision	Authority Wide	- There are three police stations in Swindon Borough, with Swindon Police Station Gablecross serving as headquarters: - Swindon Police Station Gablecross - North Swindon Police Point - Highworth Police Station
Existing Issues / Opportunities	Authority Wide	All stations are located to the north of the Swindon Urban Area
Swindon's Central Area		N/A
Urban area		North Swindon Police Point
Strategic allocations		Swindon Police Station Gablecross
Highworth, Blunsdon + rural north		Highworth Police Station
Wroughton + rural SW		N/A
Wanborough + rural SE		N/A
Existing Planned Projects	Authority Wide	- Estate strategy is currently under review. - Policy NC1 Wichelstowe allocation includes a police / emergency services point - There are no current plans to build a new station, though there have been discussion with respect to a new station in Salisbury which could have a custody point. If opportunities to create more touch down points within communities at low/no cost, this would be taken.
Infrastructure required to Support Growth	Authority Wide	One additional police station is required (1.04 stations based on total population growth of 55,880, using AECOM SIF Model assumption of 53,659 population per ambulance station)
Swindon's Central Area		N/A
Urban area		N/A
Strategic allocations		N/A
Highworth, Blunsdon + rural north		N/A
Wroughton + rural SW		N/A
Wanborough + rural SE		N/A
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	No gap identified
Further commentary	Authority Wide	Policy CM3: Integrating healthcare facilities and delivering services supports the integration of police, fire and ambulances facilities
Data / Document Sources		Swindon Borough Local Plan (2015), Swindon Borough Council

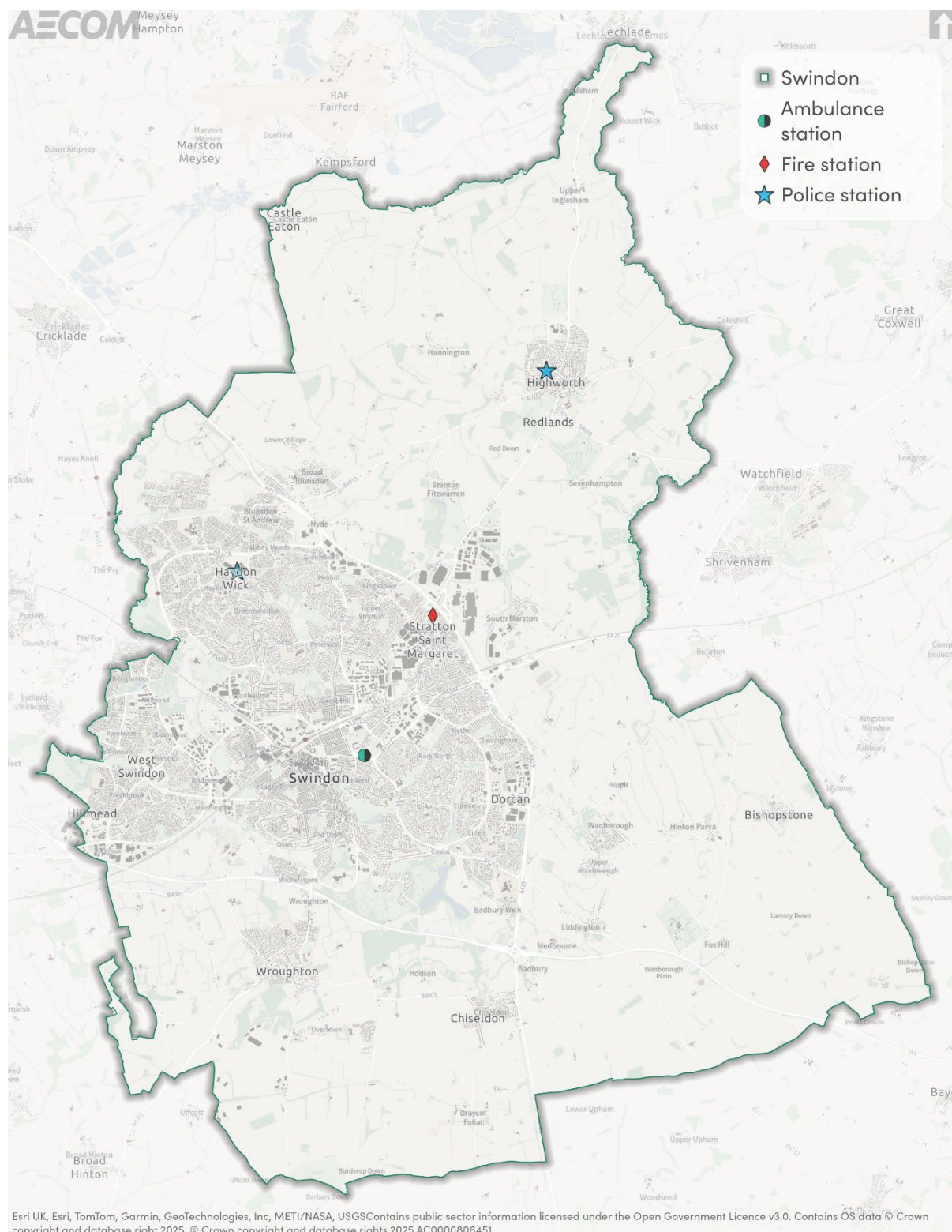


Figure 4-6: Emergency service infrastructure map

Community and Civic Facilities

Community Centres

Infrastructure Topic		Community and Civic
Sub Topic		Community Centres
Infrastructure Delivery	Authority Wide	Parish Councils and the Borough Council are responsible for planning and delivering of community centres / spaces in Swindon.
Current Provision	Authority Wide	An illustration of the existing provision of community centres is set out below by IDP Sub Area. This list is not exhaustive as no central database of facilities is available to the IDP.
Existing Issues / Opportunities	Authority Wide	- Community centres differ in definition, scale and services offered, but are assumed to include facilities whose primary function is to provide a shared space for the local community to meet and hold events. New community centres are typically provided with a wider remit and would be co-located with other services through multiple purpose facilities. - Large number and type of community centres exist across the borough with the majority of facilities located across the urban area, typically in a central location within an existing community. These facilities vary in terms of age, quality and accessibility. - There are a mixture of straight forward community centres but also wider community facilities which include a community centre function (for example a leisure and community centre or a library-based community hub or 'Welcome space'). - Centres are run primarily by the council and parish councils, but also supported by centres run by independent groups, charities, volunteers and leisure operators.
<i>Swindon's Central Area</i>		- Central Community Centre - Swindon Hub
<i>Urban area</i>		- Badbury Park Community Hub - Broadgreen Community Centre - Coleview Community Centre - Christ Church Community Centre - Des Moffatt Western Community Centre - Eldene Community Centre - Even Swindon Community Centre - Freshbrook Community Centre - Gorse Hill Community Centre - Grange Leisure and Community Centre - John Moulton Hall Community Centre - Lawn Community Centre - Meadowcroft Community Centre - Moredon & Rodbourne Cheney Community Centre - Park South Community Centre - Pinetrees Community Centre - Punjabi Community Centre - Redhouse Community Centre - Roughmoor Community Centre - Savernake Street Social Hall / Eastcott Community Centre - Toothill Community Centre - The Club, Upper Stratton
<i>Strategic allocations</i>		N/A
<i>Highworth, Blunsdon + rural north</i>		Highworth Community Centre

Infrastructure Topic		Community and Civic
Sub Topic		Community Centres
<i>Wroughton + rural SW</i>		• Ellendune Community Centre
<i>Wanborough + rural SE</i>		• N/A
<i>Existing Planned Projects</i>	Authority Wide	• The following community hubs are planned as infrastructure requirements as part of NEV: – NEV District Centre Community Centre – NEV Community Hub at Rowborough – NEV Community Hub at South Marston – NEV Community Hub at Foxbridge – NEV Community Hub at Redlands • Community facilities (including dual use facilities for service providers and for worship) at Wichelstowe (Policy NC1) • Community facilities at Commonhead (Policy NC2) • Community facilities at Tadpole Farm (Policy NC4)
<i>Infrastructure required to Support Growth</i>	Authority Wide	• Overall, the IDP Theoretical modelling suggests a need for 3,416sq m. of community space across Swindon, translating to around 7 community facilities. • See below, using IDP Theoretical modelling assumptions, for breakdown by sub-areas
<i>Swindon's Central Area</i>		• 11.66 x 65sqm = 760sqm of community space
<i>Urban area</i>		• 7.30 x 65sqm = 480sqm of community space
<i>Strategic allocations</i>		• Kingsdown = 4.07 x 65sqm = 270sqm • NEV = 18.88 x 65sqm = 1230sqm • Wichelstowe = 7.30 x 65sqm = 480sqm
<i>Highworth, Blunsdon + rural north</i>		• 3.34 x 65sqm = 220sqm of community space
<i>Wroughton + rural SW</i>		• 2.71 x 65sqm = 180sqm of community space
<i>Wanborough + rural SE</i>		• 0.57 x 65sqm = 40sqm of community space
<i>Identified Gaps in Planned Projects to Support Housing Commitments</i>	Authority Wide	• See above
<i>Further commentary</i>	Authority Wide	• Policy CM2 supports the development of multi-use facilities
<i>Data / Document Sources</i>		• Voluntary Action Swindon - https://vas-swindon.org/directory/wpbdp_category/community-centre • Parish Council Websites • Swindon welcome Spaces - https://www.swindon.gov.uk/welcomespaces • NEV planning obligations supplementary planning document.pdf • Swindon Borough Local Plan (2015), Swindon Borough Council

Libraries

Infrastructure Topic		Community and Civic
Sub Topic		Libraries
Infrastructure Delivery	Authority Wide	Parish Councils and the Borough Council are responsible for planning and delivering of library services in Swindon.
Current Provision	Authority Wide	- Five Core Libraries provided by Swindon Borough Council: - Central Library - Highworth Library - North Swindon Library - Park Library - West Swindon Library - Nine Community Libraries provided by Parish Councils and Trust Groups: - Badbury Park Library - Beechcroft Library - Even Swindon Library - Liden Library - Moredon and Rodbourne Cheney Library - Old Town Library - Penhill Library - Pinetrees Library - Wroughton Library - One mobile library service / home library service, run by volunteers who choose books and audio books which meet a user's preferences and deliver them to the user's home every three weeks 84% of library users and 91% of households live within 2 miles of a library (2016)
Existing Issues / Opportunities	Authority Wide	- Of the 14 libraries in SWB, 12 are located within the Swindon Urban Area or Swindon Town Centre with two, Highworth Library and Wroughton Library, outside of these areas - Four out of five of the Core Libraries are also located within the Urban Area or the Town Centre 2015/2016 Monitoring Report records "a few" losses of community facilities during this monitoring year - Bradbury Park Library opened July 2023 - Central Library is now a "hub" for Council Support Services where the face-to-face customer services team is now based
Swindon's Central Area		Central Library
Urban area		- North Swindon Library - Park Library - West Swindon Library
Strategic allocations		N/A
Highworth, Blunsdon + rural north		Highworth Library
Wroughton + rural SW		Wroughton Library
Wanborough + rural SE		N/A
Existing Planned Projects	Authority Wide	- In recent years every big expansion would generally include a standalone library site. However now a shared space alongside other facilities is probably most likely scenario as growth continues. - There is a NEV allocation which will include provision of a library alongside other community facilities.

Infrastructure Topic		Community and Civic
Sub Topic		Libraries
		While there is a commitment to the provision of library <i>services</i>, this will not necessarily include a dedicated library building - digital provision is also becoming more common now rather than physical so funds may be concentrated towards that.
Infrastructure required to Support Growth	Authority Wide	- Overall, the IDP Theoretical modelling suggests a need for 1,677sq m. of library space across Swindon, - See below, using IDP Theoretical modelling assumptions, for breakdown by sub-areas
<i>Swindon's Central Area</i>		11.66 x 30sqm = 350sqm of library space
<i>Urban area</i>		7.30 x 30sqm = 220sqm of library space
<i>Strategic allocations</i>		- Kingsdown = 4.07 x 30sqm = 120sqm - NEV = 18.88 x 30sqm = 570sqm - Wichelstowe = 7.30 x 30sqm = 220sqm
<i>Highworth, Blunsdon + rural north</i>		3.34 x 30sqm = 100sqm of library space
<i>Wroughton + rural SW</i>		2.71 x 30sqm = 80sqm of library space
<i>Wanborough + rural SE</i>		0.57 x 30sqm = 20sqm of library space
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	See above
Further commentary	Authority Wide	Policy CM2 supports the development of multi-use facilities
Data / Document Sources		Major update in planning for first new library in Swindon for 20 years Swindon Advertiser Swindon Central Library Becomes New Hub for Council Support Services The Swindonian NEV planning obligations supplementary planning document.pdf - Libraries Vision, Strategy and Delivery Model, Swindon Borough Council (2016) - Swindon Borough Local Plan (2015), Swindon Borough Council

Arts and Heritage

Infrastructure Topic		Community and Civic
Sub Topic		Arts and Heritage
Infrastructure Delivery	Authority Wide	Services and facilities are run by a combination of charitable trusts, private businesses, Swindon Borough Council, local organisations, and the Arts Council of England
Current Provision	Authority Wide	Ten Arts and Cultural facilities were identified across the borough which are set out by IDP Sub Area below.
Existing Issues / Opportunities	Authority Wide	Arts and heritage facilities are concentrated in central Swindon, which is typical for this sub-topic
<i>Swindon's Central Area</i>		- STEAM Museum of the Great Western Railway - Railway Village Museum - Museum and Art Swindon - The Museum of Computing - Wyvern Theatre
<i>Urban area</i>		- Richard Jeffries Museum - Lydiard House Museum - Swindon Arts Centre - Tnwd Youth Theatre
<i>Strategic allocations</i>		N/A
<i>Highworth, Blunsdon + rural north</i>		N/A
<i>Wroughton + rural SW</i>		Chiseldon Theatre
<i>Wanborough + rural SE</i>		N/A
Existing Planned Projects	Authority Wide	None identified
Infrastructure required to Support Growth	Authority Wide	- Overall, the IDP Theoretical modelling suggests a need for 2,520sq m. of arts and cultural space across Swindon, translating to around 5 facilities. - See below, using IDP Theoretical modelling assumptions, for breakdown by sub-areas
<i>Swindon's Central Area</i>		11.66 x 45sqm = 525sqm of art and cultural space
<i>Urban area</i>		7.30 x 45sqm = 330sqm of art and cultural space
<i>Strategic allocations</i>		- Kingsdown = 4.07 x 45sqm = 180sqm - NEV = 18.88 x 45sqm = 850sqm - Wichelstowe = 7.30 x 45sqm = 330sqm
<i>Highworth, Blunsdon + rural north</i>		3.34 x 45sqm = 100sqm of art and cultural space
<i>Wroughton + rural SW</i>		2.71 x 45sqm = 80sqm of art and cultural space
<i>Wanborough + rural SE</i>		0.57 x 45sqm = 20sqm of art and cultural space
Identified Gaps in Planned Projects	Authority Wide	See above
Further commentary	Authority Wide	Policy CM2 supports the promotion of Swindon as a centre for the arts and creative industries
Data / Document Sources		Swindon Borough Local Plan (2015), Swindon Borough Council

Cemeteries

Infrastructure Topic		Community and Civic
Sub Topic		Cemeteries
Infrastructure Delivery	Authority Wide	Swindon Borough Council is responsible for planning and delivering Cemeteries
Current Provision	Authority Wide	- There are three cemeteries in Swindon operated by SBC: - Kingsdown Cemetery and Crematorium (opened in 2007, 3000 burials have taken place here, plots cannot be reserved for future use) - Radnor Street Cemetery (opened 1881, over 30000 burials have taken place here, the site is now closed to new purchases and is a dedicated nature reserve) - Whitworth Road Cemetery (opened 1914, over 25000 burials have taken place here, new plots are not available, but burials are possible in existing graves) - Kingsdown Cemetery is the only cemetery with space for new burials. Radnor and Whitworth do not have space as the spaces have been purchased/allocated in perpetuity. - One additional cemetery is located in Highworth, operated by Highworth Town Council, as of 2024 Highworth Cemetery had approximately 147 plots remaining (5-7 years projected capacity). - Historic Graveyards are also located at: - St John the Baptist and St Helen's Church - Holy Cross Church - St Margaret Cemetery - St Mary's Church
Existing Issues / Opportunities	Authority Wide	- A 2022 internal audit identified that a plan is required to meet the demands for burial and cremation over the next 10-20 years - Based on current (2024) assumptions, Kingsdown would be limited to the next five years of burial space - On average, there are 186 full burials per year across the three burial sites
Swindon's Central Area		N/A
Urban area		- Kingsdown Cemetery and Crematorium - Radnor Street Cemetery - Whitworth Road Cemetery
Strategic allocations		N/A
Highworth, Blunsdon + rural north		Highworth Cemetery
Wroughton + rural SW		N/A
Wanborough + rural SE		N/A
Existing Planned Projects	Authority Wide	- Three options have been considered by the Council, with solutions at Kingsdown the current preferred option: - 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) Both Option 1 and 2 at Kingsdown would require flood risk assessments carried out to determine whether these solutions could be delivered and what flood mitigation measures may be required – though there is currently some difficulty in obtaining funding for these assessments. The extension of Kingsdown

Infrastructure Topic		Community and Civic
Sub Topic		Cemeteries
		Cemetery would be enough supply to cover Swindon for the next 10 years, however looking over the 20 years of the Swindon Local Plan, the burials team would need to continue to look for land in the meantime. – Option 3: Extension to Highworth Cemetery in conjunction with Highworth Town Council, privately owned land identified by the town council to the west of the cemetery could provide approx. 6,000 plots, another separate site is also being assessed by the town council for natural burials (20,000sqm). This option, however is considered likely not viable as it would require those who use it to pay double the price of SBC owned plots. • All options are at early stages and require further investigation for viability. • There is no requirement for SBC to provide burial land. However it is likely that the Council will continue to attempt to meet the needs of the borough.
Infrastructure required to Support Growth	Authority Wide	• The rate of increased capacity will be dependent on which of the above expansion options is pursued, at the current rate, Kingsdown (the largest and primary cemetery) will be at capacity for burial space within five years from 2024. • Currently, around 100 extra graves are needed per year, so this number will change in the future dependent on the types of community that grow/move into the area, as some communities bury at higher rates than others (e.g. for cultural or religious reasons).
<i>Swindon's Central Area</i>		• N/A
<i>Urban area</i>		• Potential for between 200 – 3000 (plus) additional burial plots dependent on the expansion option
<i>Strategic allocations</i>		• The following projects included in the NEV project schedule: – Crematorium: Heat exchange unit – Crematorium units replacement – New burial land
<i>Highworth, Blunsdon + rural north</i>		• Potential for approx. 6,000 additional burial plots
<i>Wroughton + rural SW</i>		• N/A
<i>Wanborough + rural SE</i>		• N/A
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• Although expansion options are under investigation, there are currently no commitments for additional infrastructure to support housing commitments, current capacity for another 4 years maximum. SBC owned areas within the Kingsdown site could provide for another 5-10 years of burial ground
Further commentary	Authority Wide	• Registration and Bereavement Services manager for SBC reports that burial space is not considered against projected housing growth. Although there is no requirement of the council to provide cemetery space, the topic is highly emotive, and issues can escalate quickly
Data / Document Sources		• Cemeteries in Swindon Swindon Borough Council • Swindon Internal Audit Service, Burials (2022), Swindon Borough Council • Swindon Burial Requirements (2024), Swindon Borough Council

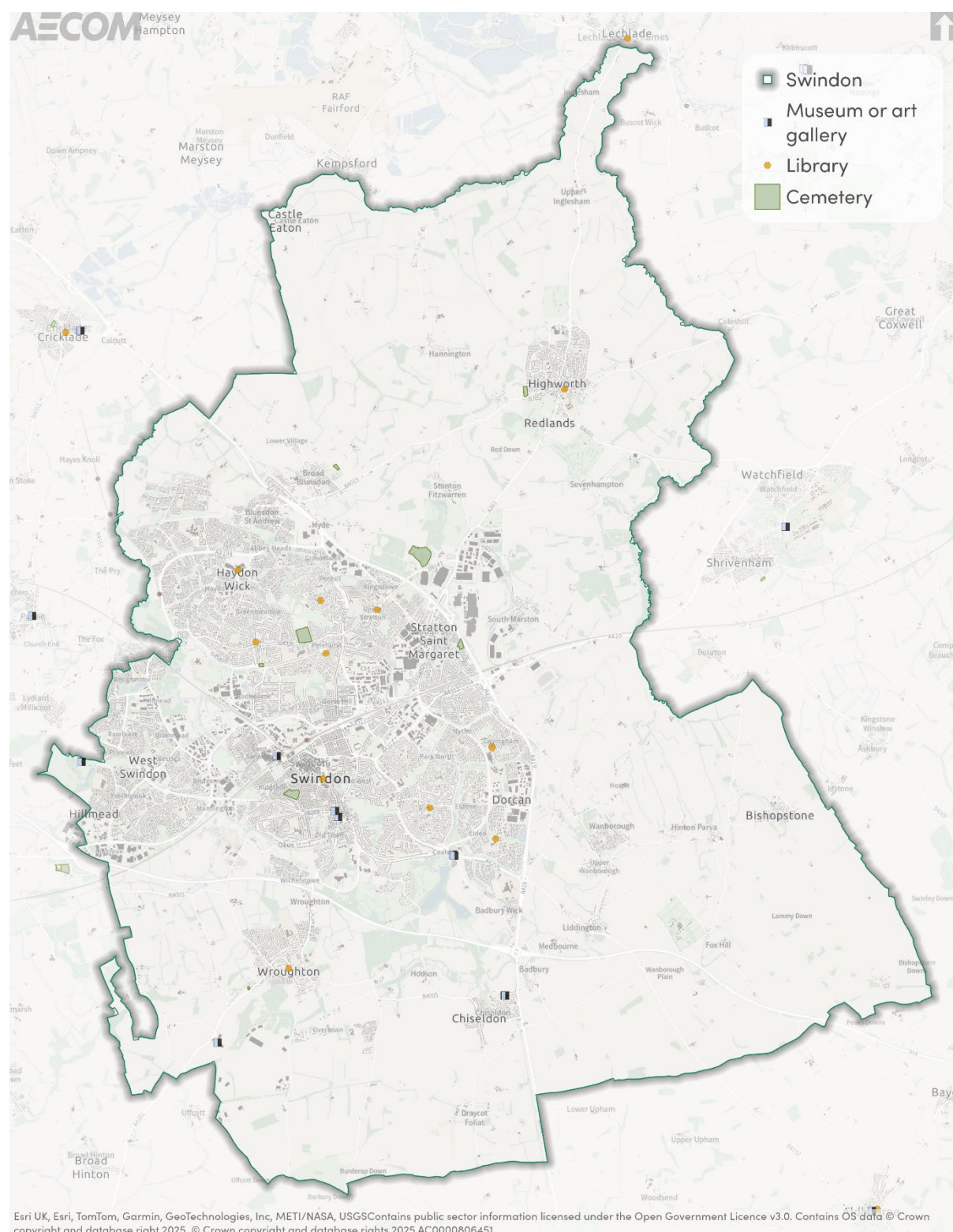


Figure 4-7: Community and civic facility infrastructure

Sports and Recreation

Indoor Sports and Recreation

Infrastructure Topic		Community and Civic
Sub Topic		Indoor Sports and Recreation
Infrastructure Delivery	Authority Wide	Swindon Borough Council, Greenwich Leisure Ltd (GLL) operating under the brand Better, charitable organisations and other private organisations deliver and operate Indoor sport and leisure venues
Current Provision	Authority Wide	- The following strategic indoor sports and leisure facilities were identified within Swindon by the draft Indoor and Built Sports Facilities Strategy: - Delta Tennis Centre - Swindon Manor Bowls Club - Westlecot Bowls Club - Swindon School of Gymnastics - Esprit Gymnastics - Oasis Leisure Centre - Health Hydro - Swindon Academy - St Joseph Catholic College - Ridgeway Leisure Centre - Nova Hreod Academy - New College Swindon - Lyriard Park Academy - The Link Centre - Kingsdown School Sports Centre - Highworth Warneford School - Highworth Recreation Centre - Haydon Centre - Great Western Academy - Grange Leisure Centre - Dorcan Recreation Complex - Deanery Academy - David Lloyd (Swindon) - Croft Sports Centre - Abbey Park School
Existing Issues / Opportunities	Authority Wide	- SBC are concluding an Indoor and Built Sports Facilities Needs Assessment which was not available as the Reg 18 IDP was finalised. The draft version of the report has instead informed this section. As the IDP is updated and refreshed at Reg 19 stage the final sports assessment conclusions and recommendations will be integrated into the IDP. - Key headline findings from the Draft Indoor Sports Assessment include the following: - Sports halls, swimming pools and health and fitness suites are well positioned across the Authority. However the quality and capacity of these facilities is a concern - Facilities are showing their age and communities/clubs are unable to gain access to their preferred venues. The scale of these concerns and challenges is likely to increase as the population grows. - Needs Assessment findings indicate that, although there is a good spread of facilities, particularly sport halls, the current stock (in particular venues such as the Link and the Dorcan Centre) are generally of a below average standard

Infrastructure Topic		Community and Civic
Sub Topic		Indoor Sports and Recreation
		– Significant demand for pool space, particularly at the Link as the only strategic 25m pool available in the Borough
Swindon's Central Area		• N/A
Urban area		• N/A
Strategic allocations		• N/A
Highworth, Blunsdon + rural north		• N/A
Wroughton + rural SW		• N/A
Wanborough + rural SE		• N/A
Existing Planned Projects	Authority Wide	• Health Hydro phase 1 £6m restoration investment by SBC • Upgrade Sports Hall at Dorcan Recreation Complex to support school and community use (funding unsecured) • Highworth Recreation Centre Sports Hall and Pool require short term investment to maintain facilities for community use • Potential expansion to the pool facilities in The Link Centre to an 8-lane pool • Significant upgrade to Ridgeway Leisure Centre to cater for local need • Provision for a new wet and dry community leisure facility (subject to funding and securing necessary land) • Planning application at Oasis Leisure centre site now part granted subject to s106 – This will bring the swimming pool back into use at that location.
Infrastructure required to Support Growth	Authority Wide	• Overall, the Draft Indoor and Built Sports Facilities Strategy suggests a need for: – No new swimming pools above existing planned provision – Eight sports hall courts (equivalent to 2 x 4 court sports halls) • See below for a break down by sub-area of theoretical demand for indoor facilities using Sports England Active Places UK average data. It is important to note that these are not infrastructure proposals but simply the application of demand multipliers to proposed housing growth. These calculations will be updated to align with the findings of the final Indoor and Built Sports Facilities Needs Assessment at Reg 19 stage and translated into recommended proposals.
Swindon's Central Area		Pool lanes: $11,660 / 5,000 = 2.3$ lanes Sports hall courts: $11,660 / 3,571 = 3.26$ courts
Urban area		Pool lanes: $7,350 / 5,000 = 1.47$ lanes Sports hall courts: $7,350 / 3,571 = 2.058$ courts
Strategic allocations		Kingsdown Pool lanes: $4,070 / 5,000 = 0.81$ lanes Sports hall courts: $4,070 / 3,571 = 1.14$ courts NEV Pool lanes: $18,880 / 5,000 = 3.77$ lanes Sports hall courts: $18,880 / 3,571 = 5.28$ courts Wichelstowe Pool lanes: $7,300 / 5,000 = 1.46$ lanes Sports hall courts: $7,300 / 3,571 = 2.04$ courts
Highworth, Blunsdon + rural north		Pool lanes: $3,340 / 5,000 = 0.67$ lanes Sports hall courts: $3,340 / 3,571 = 0.94$ courts

Infrastructure Topic		Community and Civic
Sub Topic		Indoor Sports and Recreation
<i>Wroughton + rural SW</i>		Pool lanes: $2,710 / 5,000 = 0.54$ lanes Sports hall courts: $2,710 / 3,571 = 0.76$ courts
<i>Wanborough + rural SE</i>		Pool lanes: $570 / 5,000 = 0.11$ lanes Sports hall courts: $570 / 3,571 = 0.16$ courts
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- The above theoretical demand is thought to be the infrastructure requirement gap accounting for planned development. - It is important to note that the use of Sports England Active Places multipliers is a draft position and these area specific calculations will be updated to align with the findings of the final Indoor and Built Sports Facilities Needs Assessment at Reg 19 stage.
Further commentary	Authority Wide	No further commentary
Data / Document Sources		- Swindon Borough Council Indoor and Built Sports Facilities Strategy (2024) - Swindon Borough Council Draft Indoor and Built Sports Facilities Needs Assessment (2025) - Sports England Active Places

Outdoor Sports and Recreation

Infrastructure Topic		Community and Civic
Sub Topic		Outdoor Sports and Recreation
Infrastructure Delivery	Authority Wide	Swindon Borough Council and Parish Councils are responsible for planning and delivering Outdoor Sports and Recreation facilities.
Current Provision	Authority Wide	Football: 191 grass football pitches within Swindon Borough across 84 sites, with 143 pitches across 50 sites identified as being available for community use. The majority of unavailable pitches are located at education sites, with the only exception to this being The County Ground. This considered to be unavailable due to being reserved for professional match play (via Swindon Town FC) - There are seven 11v11 3G and eight smaller sized 3G pitches identified, with all pitches available for community use and serviced by sports lighting. Cricket: - In total, there are seven active grass wicket cricket squares in Swindon Borough provided across seven sites. All squares are available for community use. Rugby: - Within Swindon Borough, there are 17 rugby union pitches, with 16 (97%) available for community use. Only the pitch at Dorcan Academy is unavailable. - A dedicated rugby league pitch is identified within Swindon Borough, located at Nalgo Sports & Leisure Club in the Central North Analysis Area. American football: - There is one dedicated American football pitch within Swindon located at Southbrook Playing Fields Netball: - In total, 44 netball courts have been identified in Swindon Borough across 13 sites, although only 15 are available for community use across four sites (Dorcan Recreation Complex, Nationwide Sports Club, Highworth Tennis Club and Highworth Warneford School). Bowls: - There are 13 bowling greens in Swindon Borough located across 12 sites. This includes one double green site at Westlecot Bowling Green, with this therefore a particular important site. Petanque and Bocce: - There are two formal outdoor pétanque facilities within Swindon Borough. Croquet: - There are three croquet lawns in Swindon Borough, all provided at Moredon Playing Fields. Athletics: - In Swindon Borough there is one dedicated athletics facility, with this being Swindon Athletics Track. It provides a purpose-built synthetic 400-metre track with eight lanes that is available for community use and is serviced by sports lighting. Cycling: - There are three dedicated cycling facilities in Swindon Borough. This consists of two BMX pump tracks and one mountain bike trail. Volleyball: - For outdoor volleyball, Swindon Reds Volleyball Club currently operates primarily from one venue in Swindon Borough located at Lydiard Park. Golf: - Within Swindon Borough there are two golf venues that provide facilities with the above definitions. Broome Manor Golf Club has a driving range and 27 holes in total (made up of an 18-hole course and 9-hole course), whilst Wrag Barrn Golf & Country Club provides an 18-hole course. Tennis:

Infrastructure Topic		Community and Civic
Sub Topic		Outdoor Sports and Recreation
		- There are 81 tennis courts identified in Swindon Borough across 21 sites. Of these, 46 courts across 13 sites are available for community use and 35 courts across eight sites are unavailable. All unavailable courts are located at schools. Hockey: - There are four full size hockey pitches in Swindon Borough across four sites, with all serviced by sports lighting and all available for community use.
Existing Issues / Opportunities	Authority Wide	The Swindon Playing Pitch and Outdoor Sport Strategy sets out capacity, supply and demand analysis, and conclusions for all above sport groups, various strategies are outlined across relevant sporting disciplines and organisations
Swindon's Central Area		N.a
Urban area		N.a
Strategic allocations		N.a
Highworth, Blunsdon + rural north		N.a
Wroughton + rural SW		N.a
Wanborough + rural SE		N.a
Existing Planned Projects	Authority Wide	Key sites requiring improvement / investment as per the Swindon PPOSS 2025: - 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 - Lydriard Park Academy: Netball facilities - Nove Hreod Academy: Netball facilities - Swindon Stadium: Speedway facilities
Infrastructure required to Support Growth	Authority Wide	- Overall, theoretical modelling through the application of the SBC local plan open space requirements suggests a need for: 67.1 ha of new playing pitches 22.4 ha of other outdoor sports space 16.8 ha of children's and teenage play area - See below for a break down by sub-area of theoretical demand for outdoor sports using SBC local plan open space requirements: 1.2 ha of new playing pitches per 1000 population 0.4 ha of other outdoor sports space per 1000 population 0.3 ha of children's and teenage play area per 1000 population - It is important to note that these are not infrastructure proposals but simply the application of demand multipliers to proposed housing growth. These calculations will be updated to align with the findings of the final Playing Pitch and Outdoor Sports Strategy at Reg 19 stage and translated into recommended proposals.

Infrastructure Topic		Community and Civic
Sub Topic		Outdoor Sports and Recreation
<i>Swindon's Central Area</i>		• 14 ha of new playing pitches • 4.7 ha of other outdoor sports space • 3.5 ha of children's and teenage play area Total = 22.2ha
<i>Urban area</i>		• 8.8 ha of new playing pitches • 2.9 ha of other outdoor sports space • 2.2 ha of children's and teenage play area Total = 13.9ha
<i>Strategic allocations</i>		Kingsdown • 4.4 ha of new playing pitches • 1.5 ha of other outdoor sports space • 1.1 ha of children's and teenage play area Total = 7ha NEV • 22.7 ha of new playing pitches • 7.6 ha of other outdoor sports space • 5.7 ha of children's and teenage play area Total = 36ha Wichelstowe • 8.8 ha of new playing pitches • 2.9 ha of other outdoor sports space • 2.2 ha of children's and teenage play area Total = 13.9ha
<i>Highworth, Blunsdon + rural north</i>		• 4.5 ha of new playing pitches • 1.5 ha of other outdoor sports space • 1.1 ha of children's and teenage play area Total = 7.1ha
<i>Wroughton + rural SW</i>		• 3.2 ha of new playing pitches • 1.1 ha of other outdoor sports space • 0.8 ha of children's and teenage play area Total = 5.1ha
<i>Wanborough + rural SE</i>		• 0.7 ha of new playing pitches • 0.2 ha of other outdoor sports space • 0.2 ha of children's and teenage play area Total = 1.1ha
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• The above theoretical demand is thought to be the infrastructure requirement gap accounting for planned development. • It is important to note that the use of SBC local plan open space requirement multipliers is a draft position and these area specific calculations will be updated

Infrastructure Topic		Community and Civic
Sub Topic		Outdoor Sports and Recreation
		to align with the findings of the final Playing Pitch and Outdoor Sports Strategy at Reg 19 stage.
Further commentary	Authority Wide	No further commentary
Data / Document Sources		- Swindon Playing Pitch and Outdoor Sports Strategy (2025) Swindon Borough Council - Swindon Borough Council Open Space Calculator

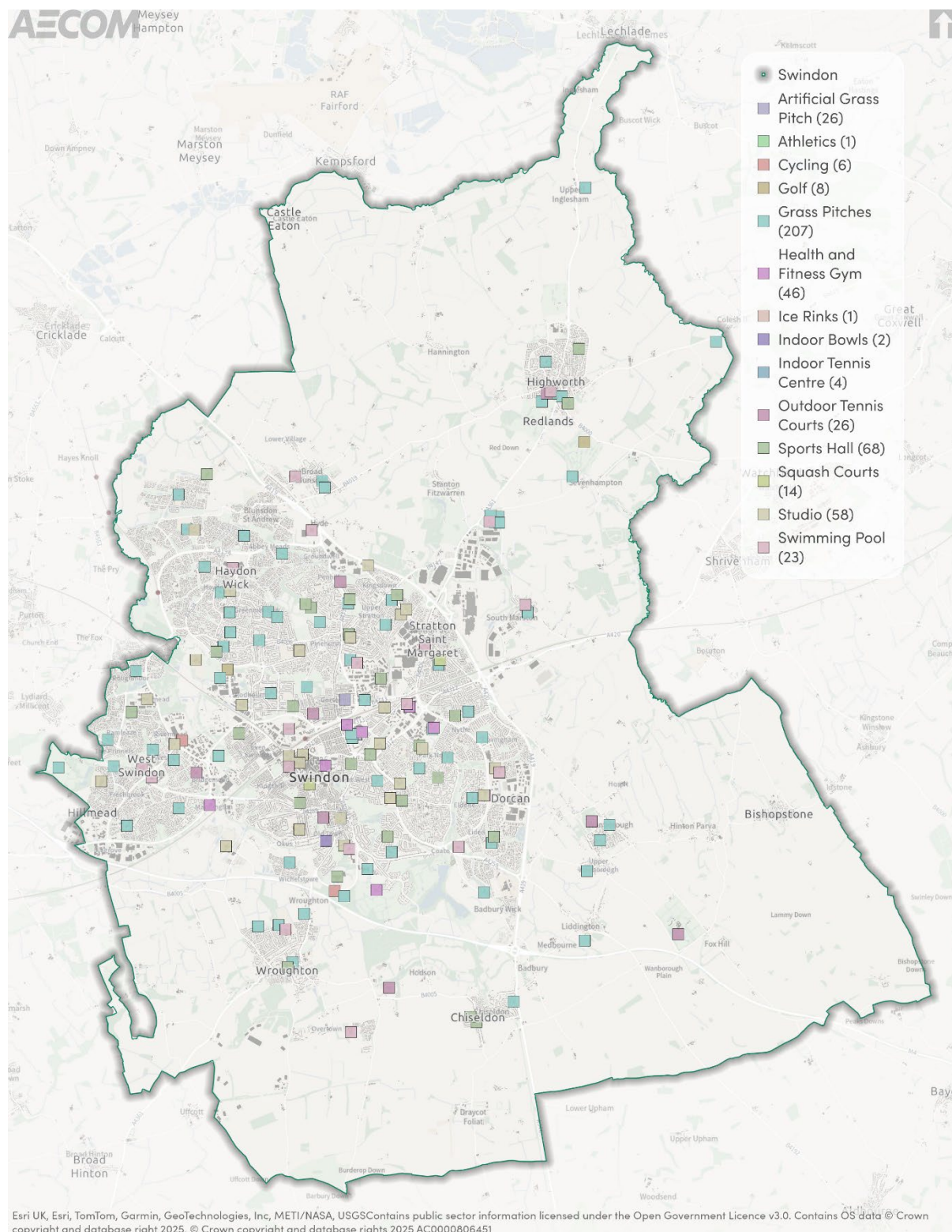


Figure 4-8: Sports and recreation facility infrastructure map

Green Infrastructure

Green Infrastructure

Infrastructure Topic		GREEN INFRASTRUCTURE
Sub Topic		
Infrastructure Delivery	Authority Wide	- Based on Swindon Borough Council Draft Green Infrastructure (GI) Strategy (2025) the following assets are included within the definition of Green Infrastructure: - Parks and gardens (such as Queen's Park) - Natural and semi-natural green spaces (including woodlands) - Designated sites (SPAs, SACs, SSSIs and National Landscapes (AONBs)) - Lakes and ponds - Watercourses (rivers and canals) - Greenways (Public Rights of Way, footpaths, cycleways, towpaths, bridleways and tracks) - Outdoor Sport Facilities (Sport Pitches, if grass not astro turf) - Amenity Green Space (play areas etc.) - Cemeteries and churchyards - Public realm/ civic spaces where they are green (include trees, planting areas, sustainable drainage features etc.) - Productive spaces (agricultural land) - Allotments, community gardens and city farms - Green corridors (verges, green wedges and green fingers) - The following organisations are responsible for planning and delivering this infrastructure: - Swindon Borough Council (SBC) – manages regional open space – Country Parks, roadside verges, street trees - Parish Councils - South Swindon, West Swindon, Central Swindon North – manage all allotments, local parks, sports facilities, grounds maintenance and street cleaning - Wiltshire Wildlife Trust – manages selected nature reserves in agreement with SBC - North Wessex Downs Council of Partners – manages North Wessex Downs National Landscape - Canals and Rivers Trust – manage the canal system - Diocese of Bristol – cemeteries and churchyards - Private landowners – manage agricultural land, gardens - Housing Associations and Management Organisations – multifunctional green space within residential estates
Current Provision	Authority Wide	- Swindon Borough Draft GI Strategy contains series of plans illustrating the following: - Doorstep accessible greenspace showing catchment buffer (min 0.5ha within 200m) - Local accessible greenspace showing catchment (min 0.2ha within 300m) - Neighbourhood accessible greenspace showing catchment (min. 10ha within 1km) - Wider neighbourhood greenspace showing catchment (min 20ha within 2km) - District greenspace showing catchment (min 100ha with 5km) – only 1 location identified

Infrastructure Topic	GREEN INFRASTRUCTURE
Sub Topic	
	Swindon Borough GI Strategy also contains Strategic GI Network plan with summary of GI assets per region: North East: • The Thames; the Thames Path National Trail; Thames Vale and Midvale Ridge Landscape Character Areas; tranquil areas; River Cole; Share Ditch; Bydemill Brook; Castle Hill Scheduled Monument; ancient woodlands; Stanton Park Country Park; Pentylands Country Park; Highworth Golf Course; Roves Farm; Nightingale Woods; other Scheduled monuments; public rights of way network. • Strategic GI Links: Stratton Woods- Stanton Park- Bydemill Brook- Pentylands Park- Bydemill Brook- Thames, Thames river corridor, River Cole river corridor South East: • North Wessex Downs National Landscape (AONB); Warneage Wood; County Wildlife Sites; The Ridgeway National Trail; Liddington Hill; Bishopstone Strip Lynchets, scheduled monument; River Cole; The Coombs, Hinton Parva SSSI; ancient woodland; Hall Place Scheduled Monument; other scheduled monuments; public rights of way network. • Strategic GI Links: Eastern Development Area GI Corridors Warneage Wood- River Cole tributaries- River Cole Corridor Bishopstone- River Cole tributaries- River Cole Corridor Liddington- The Coombs SSSI- Charlbury Hill- Bishopstone Strip Lynchetts- chalk grassland habitat. Liddington- Liddington Hill- chalk grasslands beyond Borough boundary. South: • Barbury Castle Scheduled Monument, Local Nature Reserve and Country Park; Burderop Wood ancient woodland; Kings Farm Wood, Clouts Wood and Markham Banks ancient woodland, SSSI and Local Nature Reserve; Quidhampton Wood ancient woodland; small part of the Ridgeway; North Wessex Downs National Landscape (AONB); National Cycle Network routes 482 and 45; Wichelstowe GI network; public rights of way network. • Strategic GI Links: Old Ridgeway (Byway Open to All Traffic)- Barbury Castle- chalk grasslands beyond Borough boundary. Pinkcombe Wood- Oaken Ground Copse- Burderop Park- Burderop Wood Burderop Wood- Coombe Bottom- Clouts Wood and Markham Banks- Salthrop Wood- Basset Down Wood- Quidhampton Wood- Binknoll Wood beyond the Borough boundary. West: • Urban area; Lydiard Park Country Park and Registered Park and Garden; Shaw Ridge Linear Park; Shaw Forest Park; Rivermead Park; Deciduous woodland and amenity grassland along linear road corridors; Peatmoor Lagoon; Peatmoor Community Woodland; Middleleaze Park; cycle path network; some of route 45 of the National Cycle Network; Lower Shaw Farm; public footpath network. • Strategic GI Links: Lydiard Park- Shaw Ridge Linear Park- Rivermead Park- Shaw Forest Park Shaw Forest Park- Peatmoor Lagoon- Peatmoor Community Forest Wide green corridors along roads Central South: • Old Town Railway Path; East Wichel Park; Open space to north of East Wichel; Glenwood Close allotments; school grounds; deciduous woodland around Nationwide building; Broome Manor Golf Course; Broome Manor allotments; Coate Water Country Park and SSSI; Polo Ground; Dorcan Stream; Croft Woods ancient woodland; The Lawns Registered Park and Garden; Queen's Park Registered Park and Garden; Westcott Recreation Ground; Wescott allotments; Rushey Platt Park and nature reserve; garden trees; Angel Ridge open space; Radnor Street Cemetery; Savernake Park;

Infrastructure Topic	GREEN INFRASTRUCTURE
Sub Topic	
	Croft Sport fields; street trees; Bruddel Wood; Great Quarry wood SSSI; Celsus Grove Play Park; Sand Pit Park. • Strategic GI Links: Old Town Railway Path- Rushey Platt Nature Reserve and park- Rushey Platt allotments- Westcott Recreation Ground and allotments- Cambria Bridge Play Area- Town Centre. Old Town Railway Path- East Wichel Open Space- Croft sports field- Croft Wood- Broome Manor allotments- Nationwide playing grounds and woods- Broome Manor golf course- Coate Water. Queen's Park- The Lawn's- Bruddel Wood- green corridor with trees along Queen's Drive- Sandringham Road open space. Central East: • Urban area; Richard Jeffries Parkway; Dorcan Way corridor; Snodshill Park; Eldene Primary School grounds; Liden Parkway; Wick Lane, Liden; Liden Lagoon; Liden Green amenity area; Eastmere play area; play areas and amenity open spaces within Eldene and Liden; Dorcan Academy grounds; Dorcan recreation area; Cranmore Avenue allotments; amenity open spaces within Walcot; Buckhurst Field; Oakfield open space; Greenbridge Road open space, community forest and allotments; Swindon Rugby Club; Dorcan Way play park; Covingham Drive green corridor; Dorcan brook stream corridor; Swindon Town Football Club; Swindon Cricket Club; Foundation Park; Shrivenham Road allotments; Covingham Drive open space. • Strategic GI Links: (Coate Water)- Richard Jeffries Parkway- Dorcan Stream- open space south of St Paul's Drive- Dorcan Stream- (River Cole) (The Lawns)- Buckhurst Fields- Oakfield open space- Greenbridge Road allotments- Greenbridge Road open space- Swindon Rugby Club- Dorcan Way play park- River Cole river corridor. Swindon Cricket Club- Foundation Park- Swindon Town Football Club- Shrivenham Road allotments-Holy Cross Primary School- River Cole- Ocotal Way- River Cole river corridor.Woodland adjacent to Merlin Way- Hathersall Close central- St Margaret's Cemetery- Lower Stratton play park- Lower Stratton play park- Winton Road play park- Barrowby Gate/ Taylor Crescent open space. Liden Academy- Liden Green amenity area- Dorcan Way corridors- North of Dorcan way, Dorcan Stream corridor- St Paul's Drive- Firecrest amenity space- Dorcan Stream corridor. Central North • Urban area; Stratton Woods Woodland Trust site; Pinehurst Parkway; Cheney Manor Pond; Shaw Forest Park (part of); Hreod Parkway; Moredon Sports Hub and Playing Fields; Pembroke Gardens Recreation Field; Austradius Brook and corridor; River Ray and corridor; Whitworth Road Cemetery; Grindwylles Lacu; allotments; small amenity open spaces in Penhill, Pinehurst, Moredon, Haydon Wick and Kingsdown; St Mark's Recreation area; Seven Fields Local Nature Reserve; Edinburgh Street Recreation Ground; allotments; school grounds; Meadowcroft Recreation Ground; Crosslink Centre grounds; open space south of Kingsdown Road. • Strategic GI Links: Grindwylles Lacu corridor- Stonecrop Way amenity area- Westfield Way copse- Blunsdon Road allotments- Goodearl open space- Rydal Close amenity open space- Haydon Brook Parkway West- (Brookfield Open Space)- Sevenfields Local Nature Reserve- Penhill Recreation Ground- Penhill Park- Millenium Fields- St Catherine's School Grounds- Kingsdown School Grounds- unknown river corridor- Stratton Woods. North • Moulden Hill Country Park; Ashdown Way Recreation space; Queen Elizabeth Drive/ Ashdown Way amenity area; Taw Hill Greenway Central open space; Taw Hill East; Westfield Way green space; Westfield Way recreation area; Toreen Way open space; Clary Road Park; Thamesdown Drive open space; school grounds; amenity areas; Brookfield play area; Penhill Copse; Heaton Close open space; Haydon Brook Parkway north; Blunsdon St Andrew East amenity area; Blunsdon Roman Villa site; Tadpole Garden Village green infrastructure network; Abbey Farm open space; allotments; Ashmead Brake ancient woodland; Groundwell Wood ancient

Infrastructure Topic	GREEN INFRASTRUCTURE
Sub Topic	
	woodland; Upper Widhill Copse ancient woodland; Haydon Meadow SSSI; Grindwylles Lacu; River Ray. • Strategic GI Links: Moredon Railway Field, Wiltshire - Moulden Hill Country Park- Moulden Ponds- Grindwylles Lacu stream corridor- Burleigh play park- Torun Way play area- land south of Orbital Park- Catherine Wayte Primary School grounds- Heaton Close play area- Elstree Way play park- Haydon Brook Parkway West- Tockenham Way amenity space- Grindwylles Lacu stream corridor. Central • Urban area; Ferndale Road South open space; railway cuttings; Oasis open space; Faringdon Road/ GWR Park; Spring Gardens open space; Civic Offices gardens; churchyard of St Mark's Parish Church; street trees (Princes Street, town centre); Polaris House grounds; pocket park by Heelis (National Trust); Sheppard Street Pocket Park; Western Flier cycle path. • Strategic GI Links: (Based on Central Area GI Concept Plan) Ferndale Road Open Space – Fleming Way – Spring Gardens, GWR Park – Bristol Street – Commercial Road – Queens Park, Westcott Recreation Ground & Allotments – Robert Le Kyng Primary School – Westcott Place- GWR Park – Faringdon Road – Fleming Way • Swindon Borough Playing Pitch and Outdoor Sport Strategy (2024) contains detailed information on playing pitches for core sports (Football, Cricket etc.), split by the regions listed above. Outdoor sports cover a wide range including tennis, bowls, athletics and stakeboarding. • Based on Local Plan 2026 – 9 Sites of Special Scientific Interest (SSSIs), 91 County Wildlife Sites and 5 Local Nature Reserves. • Wiltshire and Swindon Local Nature Recovery Strategy (LNRS) is managed by Wiltshire Council. Consultation Strategy is available and Swindon Borough is partially covered by four LNRS areas: – Wiltshire Upper Thames Clay Vale – Braydon Forest – Swindon Ridge and Clay Lowlands – Marlborough Downs and Savernake Forest • Habitats and areas of particular importance to biodiversity are mapped with an interactive map identifying habitat and species opportunity areas. • As demonstrated, GI includes a wide variety of assets which are distributed throughout the Borough. Based on the Swindon Borough GI Strategy mapping to date, accessible greenspace is targeted within the urban area of Swindon with less to the north, south and east of the Borough. Of that greenspace within the urban area, it is more dominant to the north, south and east of the central area, with relatively little in the centre of the city. • The protected landscape of North Wessex Downs National Landscape covers the southern third of the Borough and this is an area focused on the public understanding and enjoyment of the special qualities of the National Landscape. Access is encouraged with the Ridgeway National Trail passing through the area. The Thames Path National Trail passes to the north of Swindon urban area. • The Areas of Particular Importance to Biodiversity mapped in the consultation draft LNRS are generally outside the core of the urban area and are more dominant within the National Landscape to the south. However, there are several large areas on the boundary of the urban area to the west and northeast. These are often located within Country Parks and Nature Reserves. There are only a few areas to the northeast of the Borough. • Country Park and Open Space Strategy currently being drafted

Infrastructure Topic		GREEN INFRASTRUCTURE
Sub Topic		
		Great Western Community Forest – Forest Plan – Draft expected September 2025
Existing Issues / Opportunities	Authority Wide	- Based on the information available to date, small scale greenspace (doorstep and local) appears to be widely available to the northwest of the urban but is less available to the southeast and outside the urban area. Medium scale greenspace (neighbourhood and wider neighbourhood) is more widespread but still less outside the urban area. Lydiard Park is the only district greenspace identified on the western boundary of the Borough. Any development across the Borough will be required to consider the catchments of the existing greenspace including the lack of a facility of sufficient scale to be considered a district greenspace. - The Swindon Borough Playing Pitch and Outdoor Sport Strategy (2024) contains detailed information on level of provision and quality of playing pitches for core sports (Football, Cricket etc and outdoor sports. In general playing pitches are at capacity. Availability of outdoor sports vary with for example good provision for skateboarding. - The protected landscape of the National Landscape is a positive asset within the Borough and safeguarding of its special qualities are essential. This includes ensuring access and activities within the area are carefully managed to protect the unique landscape characteristics including views from the Ridgeway National Trail to the north over the Borough. - The LNRS has shown those parts of the Borough with less importance for biodiversity. It has also identified various Habitat Opportunities Areas throughout the Borough. These are often located adjacent to existing accessible greenspace, to strengthen and potentially extend these areas. Others are targeted on the waterways included the River Thames to the north and River Ray and River Cole to the west. Woodland and associated habitats are also a focus between Highworth and Shrivenham, along the boundary of the Borough. Many of the Opportunities Areas relate to parts of the Borough with fewer Areas of Particular Importance for Biodiversity and appear to be filling gaps in existing habitat networks.
Swindon's Central Area		GI Strategy uses different Sub Areas to IDP – see summaries above
Urban area		
Strategic allocations		
Highworth, Blunsdon + rural north		
Wroughton + rural SW		
Wanborough + rural SE		
Existing Planned Projects	Authority Wide	- Great Western Community Forest (GWCF) – covers area between North Wessex Downs National Landscape to the River Thames. Swindon targeting 30% tree cover across GWCT area with average baseline of 3%. Planting of trees across the area including Community Pocket Woodlands with Parish Councils, Swindon Forest Meadows with Wiltshire Wildlife Trust and Trees for Climate grants with halo counties – 50+ projects - Western Forest – new national forest concept which incorporates GWCF - LNRS Habitat Opportunity Areas - Wilts and Berks Canal restoration. Rebuilding a section in Swindon. - North Wessex Downs National Landscape Projects - Mend the Gap - Dark Skies - Partnerships for Nature - Farming in Protected Landscapes

Infrastructure Topic		GREEN INFRASTRUCTURE
Sub Topic		
		- The following are known challenges or risks associated with delivering the existing pipeline infrastructure investments: - Funding - Land ownership - Land availability
Infrastructure required to Support Growth	Authority Wide	- Overall, theoretical modelling through the application of the SBC local plan open space requirements suggests a need for: 55.9 ha of General Recreational Areas 16.8 ha of Allotment areas Total = 72.7 ha - See below for a break down by sub-area of theoretical demand for open space using SBC local plan open space requirements: 1.0 ha of new General Recreational Areas per 1000 population 0.3 ha of Allotment areas per 1000 population - It is important to note that these are not infrastructure proposals but simply the application of demand multipliers to proposed housing growth. These calculations will be updated to align with the findings of the final Playing Pitch and Outdoor Sports Strategy at Reg 19 stage and translated into recommended proposals.
Swindon's Central Area		11.7 ha of General Recreational Areas 3.5 ha of Allotment areas Total = 15.2 ha
Urban area		7.3 ha of General Recreational Areas 2.2 ha of Allotment areas Total = 9.5 ha
Strategic allocations		Kingsdown 3.7 ha of General Recreational Areas 1.1 ha of Allotment areas Total = 4.8 ha NEV 18.9 ha of General Recreational Areas 5.7 ha of Allotment areas Total = 24.6 ha Wichelstowe 7.3 ha of General Recreational Areas 2.2 ha of Allotment areas Total = 9.5 ha
Highworth, Blunsdon + rural north		3.7 ha of General Recreational Areas 1.1 ha of Allotment areas Total = 4.8 ha
Wroughton + rural SW		2.7 ha of General Recreational Areas

Infrastructure Topic		GREEN INFRASTRUCTURE
Sub Topic		
		0.8 ha of Allotment areas Total = 3.5 ha
<i>Wanborough + rural SE</i>		0.6 ha of General Recreational Areas 0.2 ha of Allotment areas Total = 0.8 ha
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	IDP Project schedule includes a number of existing worked up projects related to green infrastructure proposals to support the NEV Strategic allocations. Wider Strategy allocations and new growth areas do not have projects and will instead have theoretical requirements as placemarks within the project schedule until further refinement at Reg 19 Stage.
Further commentary	Authority Wide	No Further Commentary
Data / Document Sources		- Swindon Borough Council Open Space Calculator - Swindon Borough Green Infrastructure Study, Draft (2024) Swindon Borough Council - Local Nature Recovery Strategy for Wiltshire and Swindon (Public consultation draft) (2025) Wiltshire Council - Swindon Borough Council Playing Pitch and Outdoor Sport Strategy (2024), Knight, Kavanagh & Page - North Wessex Downs Area of Outstanding Natural Beauty Integrated Landscape Character Assessment (2002) Land Use Consultants - North Wessex Downs Area of Outstanding Natural Beauty Management Plan 2019-2024 (2018) North Wessex Downs Area of Outstanding Natural Beauty Council of Partners - Swindon Borough Council Local Plan 2026 (2015) - Great Western Community Forest Swindon Borough Council Our Current Projects - North Wessex Downs National Landscape Swindon Projects – A WATERWAY FOR GOOD

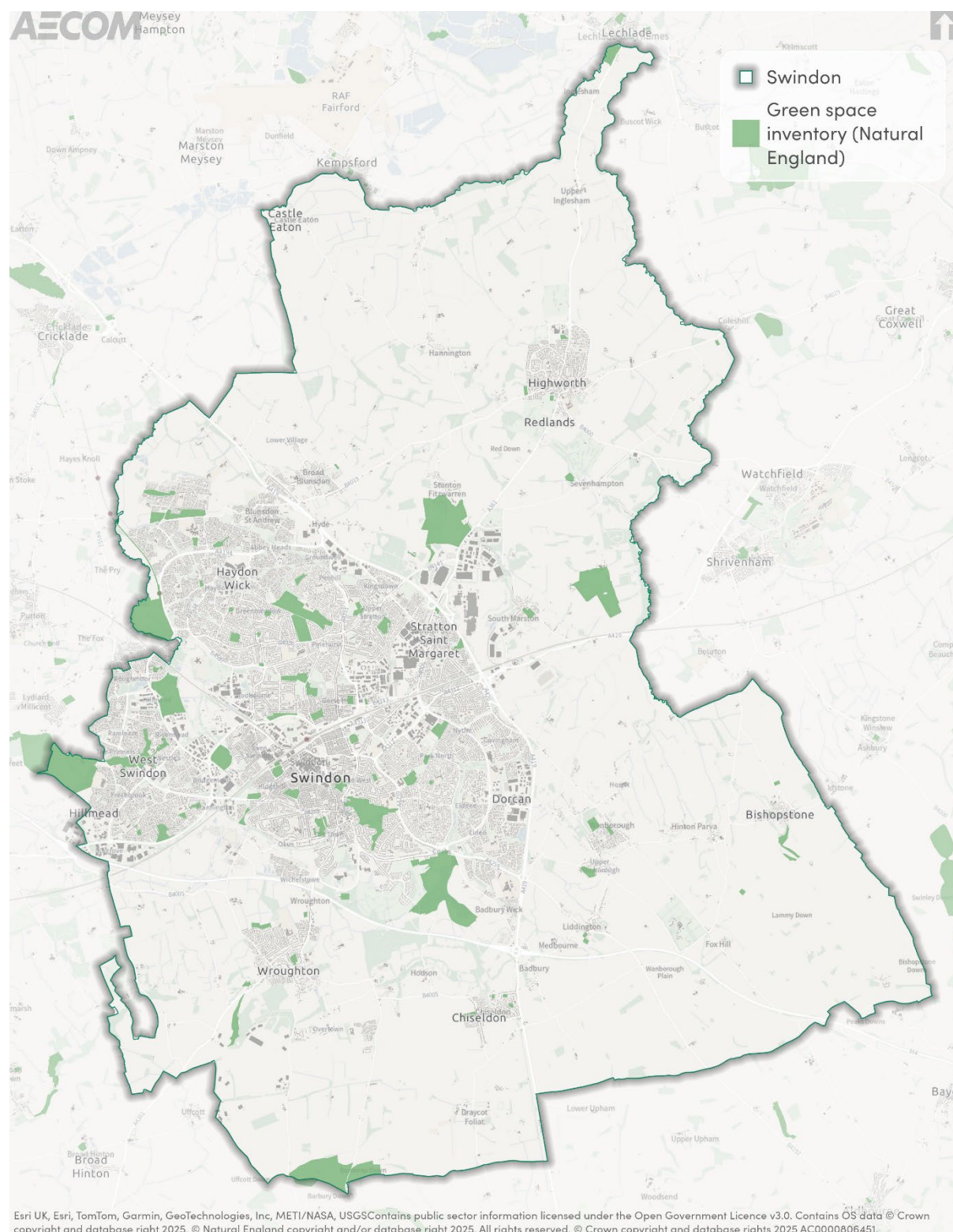


Figure 4-9: Green infrastructure map

Flood Risk and Water Management (Blue Infrastructure)

Flood Risk Management

Infrastructure Topic		Flood Risk and Water Management (Blue Infrastructure)
Sub Topic		Flood Risk Management
Infrastructure Delivery	Authority Wide	• The Environment Agency provide a strategic overview of flood risk from all sources of flooding across Swindon. They are responsible for managing flood risk from Main Rivers, which includes the delivery, inspection and maintenance of flood alleviation infrastructure. • Ensuring regulatory compliance with the Flood and Water Management Act (2010), Swindon Borough Council, in their role as Lead Local Flood Authority (LLFA) are responsible for developing, maintaining, applying and monitoring a strategy for flood risk management, including flood risk from surface runoff, groundwater and ordinary watercourses. Working closely with the Environment Agency, Swindon Borough Council are responsible for managing local flood risk from surface water, ground water and Ordinary Watercourses. • Thames Water is responsible for managing their own infrastructure to reduce flood risk from both water supply and sewerage (foul and surface water) connections. • Highways England are responsible for managing the effectual drainage of surface water from motorways and major A roads as well as maintaining drainage systems across their strategic road network. • The Highways Authority (Swindon Borough Council) are responsible for maintaining and managing drainage on non-trunk roads (excluding private roads). • Riparian land owners are those that own land or property next to a river, stream or ditch. Riparian land owners have certain rights, duties and responsibilities which they are legally obliged to fulfil. These apply equally to local authorities when they are the landowner. The aim of these responsibilities is to help manage flood risk and protect the environment. Further information on the role of Riparian Land Owners can be found in the EA's document 'Living on the Edge' • Private developers are responsible for providing SuDs based surface water drainage infrastructure within their development to reduce the risk of flooding from surface water. • Schedule 3 of the Flood and Water Management Act 2010 would establish a framework for the adoption of SuDS but it is currently not enacted in England. If enacted, Local authorities would be designated as the sustainable drainage approval body (SAB), responsible for checking compliance and approving the use of the systems. The previous government were consulting on the enactment of Schedule 3; however, following the change in government, this process is on pause. • January and March 2025 saw the update of the National Flood Risk Assessment (NaFRA2) which improves on the first iteration. The mapping outputs are driven by updated hydrology, greater granularity and greater resolution. As a result, there is an increased number of areas now considered to be at risk of flooding from Main Rivers. Statistics now show that although the total number of properties at risk remain stable there is an 88% increase in the number of properties now classified to have a high chance of flooding from rivers or sea. The new mapping also shows there to be a 43% increase in the number of properties at risk of surface water flooding. These changes are likely to influence a developments location, design and planning decisions. • The National Flood and Coastal Erosion Risk Management (FCERM) Strategy for England outlines a comprehensive approach to managing flood and coastal erosion risks. Two clear goals from this are to make more England more resilient to flooding by 2100 and to help people and wildlife adapt to climate change impacts, including flooding and sea level rise. The strategy encourages fostering a more collaborative partnership between the government local authorities,

Infrastructure Topic		Flood Risk and Water Management (Blue Infrastructure)
Sub Topic		Flood Risk Management
		businesses and communities. Between now and 2030 the Risk Management Authorities (RMA's) will make greater use of funding and financing from non-public sector sources to contribute to the investment needs of flood and coastal resilience. The Thames River Basin District Flood Risk Management Plan (FRMP) 2021 to 2027 outlines several key measures and objectives for managing flood risk in across the River Basin District. Although there is no specific focus on the Borough of Swindon, some key measures the FRMP looks to implement are to enhance existing flood defences, provision of natural flood management and increased community engagement and strengthened emergency responses.
Current Provision	Authority Wide	- The unitary authority of Swindon Borough Council covers and administrative area of 230 km² centred around the town of Swindon and is situated entirely within the Thames River Basin District. The borough intersects four hydrological catchments, namely the River Thames, River Ray, River Cole and River Kennet. - According to the Environment Agency's Asset Information Management System (AIMS) database, flood defences are located throughout the Borough and are located along both main rivers and ordinary watercourses. Flood defences are structures which reduce the risk of flooding to land. Specific examples throughout the Borough are natural high ground, raised embankments, walls and flood storage areas. They can also include features which were designed and built for an unrelated purpose, but which provide a flood defence function (e.g., railway embankment) and hence are designated as flood risk management assets under the Flood and Water Management Act 2010. - Flood defence ownership and maintenance is varied throughout the Borough. In many cases the owners and maintainers are private riparian landowners. In these instances, the Environment Agency or other Risk Management Authority (RMA) under the Flood and Water Management Act may have permissive powers for works to flood defence assets (or may directly maintain them) in order to provide effective flood risk management. In some cases, assets may be owned and maintained directly by the RMA such as the Environment Agency. - In cases where structures have been designed specifically as a flood defence, they will be categorised according to the Standard of Protection (SoP) they provide. This is based on the return period of the flood event they provide protection against (e.g. 100-year flood event). The effective SoP may decrease due to deterioration in condition or increases in flood risk due to climate change. Therefore, formal structural defences are also given a rating based on a grading system for their condition. The grading system used by the Environment Agency has 5 grades from 'Very good' to 'Very poor'. - Defences within the River Ray catchment (83 km²) primarily consist of natural high ground. Most of which are managed and maintained by the Environment Agency. The general condition of the assets are considered 'Fair'. A small number of assets are considered to be in a 'Poor' and 'Very Poor' condition specifically around Haydon Wick Beck. The majority of the assets have a 1 in 2 year SoP. - Defences within the River Cole catchment (103 km²) largely consist of natural high ground with approximately half maintained by the Environment Agency and LLFA. The maintainer and operator for the remaining assets are unknown. The condition of a small number of assets is considered 'Fair'. The condition of most assets is unknown. The SoP ranges from 1 in 2 year to 1 in 5 year. - Defences within the River Thames catchment (4,630 km²) are all classified as natural high ground. The maintainer of the majority of assets is unknown however they are primarily situated along Main Rivers. A small number are third party assets. The SoP of these assets ranges between a 1 in 2 year event and a 1 in 5 year event. Their conditions is unknown.
Existing Issues / Opportunities	Authority Wide	A summary of flood risk across the Borough is provided below with a more granular look across key areas within the Borough.

Infrastructure Topic	Flood Risk and Water Management (Blue Infrastructure)
Sub Topic	Flood Risk Management
	River Flooding - Generally the majority of the Borough is not at risk of river flooding however it still represents the main source of flooding. The majority of risk is located in the north and is associated with the River Thames and tributaries. The River Ray and tributaries (Lydiard Brook, Haydon Brook and Whitehall Stream) are the main source of risk in the east which primarily impacts agricultural land however some residential dwellings within Covingham, Eldene and Nythe are shown to be located in flood zones 2 and 3 (medium and high probability of flooding respectively). Parts of the land allocated for the NEV and Wichelstowe developments are also deemed to be at risk and therefore would need to consider the management of this risk through appropriate masterplanning. The River Cole and tributaries (Duncan Stream, South Marston Brook, Liden Brook and Lenta Brook) to the West of Swindon. A number of historic flood events have occurred across the Borough dating from 1947 through to 2007 share a similar resemblance to the current flood extents all of which predominantly impacted agricultural land similar to the current risk. Surface Water Flooding - Surface water is one of the main sources of flooding across the borough and predominantly follows topographical flow paths of existing watercourses and dry valleys and can also pond in low lying areas. In most cases, the risk is confined to valleys, but there are notable prominent runoff routes around properties and roads in urban areas. A number of ordinary watercourses within the Borough have been largely subsumed within the urban drainage system as a result of outward urban growth and now are largely culverted for significant lengths. Trash screens and culverts have the potential to become blocked by plant debris and rubbish. These blockages can restrict the natural flow of water, subsequently increasing the risk of water exceeding its banks and flooding surrounding land. This may apply to some sections of the Haydon Wick Brook. Groundwater Flooding - The Borough of Swindon lies on the boundary of the River Thames river basin to the north and South Downs chalk aquifer catchment to the south. Within the Thames Basin, the Chalk Group forms the most important aquifer, supplying water for drinking water consumption, as well as supporting river flows. The southern areas of the Borough are situated within the South Downs Chalk aquifer, which is typically susceptible to groundwater flooding. However, only a small southern area of Swindon Borough lies within the chalk strata. As a result, the risk from groundwater flooding is typically considered to be low. Sewer Flooding - The Borough has experienced sewer flooding as a result of heavy rainfall, particularly in 2006, 2007 and 2008. The DWMP indicates that during the modelled 2025 baseline there were 146 and 387 internal and external flooding incidents respectively. This could increase to 219 and 493 by 2050 if the DWMP measures are not implemented. Artificial Sources (reservoirs & canals) - Four reservoirs are located within the Borough, namely Coate Water Reservoir, Peatmoor Lagoon, Stanton Park Reservoir and Whitehill Flood Storage Area. Coate Water Reservoir is the largest within the Borough and is located south of Swindon. Flood mapping indicates that a breach of the reservoir would impact residential and non-residential developments within Coate, Liden, Eldene, Dorcan, Park North, Covingham and Nythe. It would also impact essential infrastructure such as the A420 at Acorn Farm. Flood extents also impact the NEV to the east of Swindon and consideration will be needed. Broad Blundsdon and Hannington Wick also fall within the reservoir risk flood extent. It must be noted that the safety record for reservoirs in the UK is very good and the EA ensure the enforcement of the Reservoirs Act 1975 in England and Wales. - The Wiltshire and Berkshire Canal which is currently been restored by Wiltshire, Swindon and Oxfordshire Canal Partnership of which consist of over 20 bodies,

Infrastructure Topic		Flood Risk and Water Management (Blue Infrastructure)
Sub Topic		Flood Risk Management
		proposes to rebuild the canal ultimately diverting it around the eastern and southern extent of Swindon. This will pass around the new NEV development to the east. The new canal will provide flood risk benefit across some areas of Swindon which have known drainage issues. Flood risk can be reduced at the source, with surface water drainage and excess stream flow taken into the canal system to be safely stored or routed downstream.
<i>Swindon's Central Area</i>		- Large parts of Swindon Town Centre are shown to be at risk of surface water flooding in a 1 in 30-year event (high probability). Bridge Steet, Regent Street, The Brunel, Canal Walk, Crombey Street, Faringdon Road and GWR Park and properties on Regent Circus and Eastcott Hill. - It is possible that the risk shown on the latest flood maps show a combination of both surface water and river flooding. River flooding likely originates from the River Ray west of the Town Centre in Kinshill. Specifically, where it becomes culverted underneath the Great Western Main Line.
<i>Urban area</i>		The River Ray and tributaries (Lydiard Brook, Haydon Brook and Whitehall Stream) are the main source of risk east of the town centre which primarily impacts agricultural land however some residential dwellings within Covingham, Eldene and Nythe are shown to be located in Flood Zones 2 and 3.
<i>Strategic allocations</i>		- Parts of the land allocated for the NEV is located within areas deemed to have a high probability of both river and surface water flooding with major flow routes running through the centre of the allocated land. It is likely river flooding would be the dominant mechanism here. Both sources would need to be considered through the masterplanning process and associated parcelling of land to obtain planning approval. There have been historic flood events within this area just south of the A420. The River Cole and tributaries (Duncan Stream, South Marston Brook, Liden Brook and Lenta Brook) to the east of Swindon are the main source of river flooding. - Wichelstowe is shown to have a high probability of both river and surface water flooding. River flooding associated with the River Ray is likely the dominant mechanism. Large areas of land specifically around the Deanery CofE Academy have experienced historic flooding. - There is no evidence to suggest land within the proposed area of Kingsdown is at risk of flooding from any source. However, by urbanising the area there will be a reduction in permeable area and as such water needs to be sustainably managed to avoid increasing the risk within this area.
<i>Highworth, Blunsdon + rural north</i>		- River flood risk is associated with the River Thames and tributaries. - The majority of Hannington Wick, Sterts House, Bridge farm, Blackford Farm, Inglesham Private Airstrip and a number of individual cottages all fall within Flood Zone 3 (high probability of flooding or a 1 in 100 year event). - Key access routes fall within Flood Zone 2 (Medium probability of flooding or between a 1 in a 100 year and 1 in a 1000 year event) and Flood Zone 3, namely Hannington Lane, Blackford Road, Red Barn Lane and Highworth Road. - Large areas of agricultural land and additional single dwellings and farm houses fall within both Flood Zone 2. - Surface water largely impacts agricultural land however Castle Eaton, Hannington Wick and Inglesham Private Air Strip are shown to be impacted by surface water in a 1 in 30 year event (high probability) - Highworth is considered at low risk from all sources.
<i>Wroughton + rural SW</i>		- Existing properties within Wroughton fall within Flood Zone 3 and have a high probability of river flooding, particularly along Mill Close, Perry Lane north of the A4361, Manor Close and Fairwater Court south of the A4361. Shepards Farm and its main access and egress route to the southeast have a high probability of flooding. The M4 is shown to be at risk but this may be a result of culvert misrepresentation. - Proposed allocation sites within this sub area are not within Flood Zone 3, instead they are within Flood Zone 1 and some have an element of high risk for

Infrastructure Topic		Flood Risk and Water Management (Blue Infrastructure)
Sub Topic		Flood Risk Management
		surface water but not across the entire site. Future development will avoid these areas. • Surface water flooding is extensive in Wroughton with many properties through the centre of the village having a high probability of experiencing flooding. • A number of properties within Chiseldon along Station Road and Richard Jefferies Gardens have a high probability of flooding.
	<i>Wanborough + rural SE</i>	• Flood risk in this area is limited with both river and surface water flooding predominantly impacting agricultural land. Farmhouses to in between the A419 and Pack Hill to the southwest have a high probability of both river flooding and surface water flooding.
<i>Existing Planned Projects</i>	Authority Wide	• After consulting the Environment Agency's AIMS database and the Swindon LFRMS there are no known proposed flood risk management schemes. The River Basin District Plan for the Thames Basin District outlines a number objectives which the Environment Agency hope to achieve by 2027. These however are not physical activities, rather they revolve around stakeholder consultation, development of the strategic vision for flood risk management and develop a programme of flood risk management capitol schemes etc. The latter will be of use once developed in 2027 and should be consulted when published. • Are there any known challenges or risks associated with delivering the existing pipeline With the latest NaFRA2 updates more homes now have a high probability of experiencing fluvial (river) flooding and there has been a 43% increase in properties at risk of surface water flooding there fore demonstrating a development is not at risk and will not increase risk further. For proposed developments that were not previously within the floodplain, with the latest updates this could have changed and as such could impact design and planning. • If implementation of Schedule 3 happens, SuDS will become mandatory in all developments and will be subject to increased scrutiny under an appointed Suds Approval Body. This could potentially impact design and planning. • Flood risk management schemes are heavily reliant on local and/or national government funding to progress through all relevant optioneering and planning stages. As funding is not guaranteed, this could have consequences on the design, programme and planning if a site or works is or was reliant on flood management measures to be implemented before, during or after construction.
<i>Infrastructure required to Support Growth</i>	Authority Wide	• This is not something that can easily be determined and as per the above, flood risk management schemes are subject to national and regional interests/needs and funding. If a development is proposed within an area of flood risk (any source), it would need to align with the National Planning Policy Framework (national legislation) to ensure the sequential test and the exception test (where required) have been satisfied. This would ultimately ensure that flood risk to and from the development is managed appropriately. • Swindon Borough Council will continue to work with the EA to identify areas of land to safeguard for future flood defence schemes.
<i>Swindon's Central Area</i>		• N.a
<i>Urban area</i>		• N.a
<i>Strategic allocations</i>		• N.a
<i>Highworth, Blunsdon + rural north</i>		• N.a
<i>Wroughton + rural SW</i>		• N.a
<i>Wanborough + rural SE</i>		• N.a
<i>Identified Gaps in Planned Projects to Support</i>	Authority Wide	• N.a

Infrastructure Topic		Flood Risk and Water Management (Blue Infrastructure)
Sub Topic		Flood Risk Management
<i>Housing Commitments</i>		
<i>Further commentary</i>	Authority Wide	No Further Commentary
<i>Data / Document Sources</i>		- Swindon Borough Council Draft Level 1 Strategic Flood Risk Assessment (2024), Stantec. - Thames Water Drainage and Wastewater Management Plan (2024) Thames Water. - AIMS Spatial flood defence data (2024, Environment Agency. - Flood Map for Planning (2025), Environment Agency. - Long Term Flood Risk Mapping (2025), Environment Agency. - Swindon Local Flood Risk Management Strategy (2014), CH2MHILL. - Swindon Borough Council Preliminary Flood Risk Assessment (2011), Halcrow.

Water Supply

Infrastructure Topic		Flood Risk and Water Management (Blue Infrastructure)
Sub Topic		Water Supply
Infrastructure Delivery	Authority Wide	- Thames Water Utilities Limited (TWUL) is responsible for planning and delivering potable water supply infrastructure throughout the borough. They manage the water supply for the region, ensuring residents have access to clean drinking water. TWUL is regulated (economically) by the Government Department Ofwat; TWUL is also regulated by the Drinking Water Inspectorate for drinking water compliance and the Environment Agency for water resources management and environmental performance. - The Environment Agency produce Abstraction Licensing Strategies (ALS) as part of their Catchment Abstraction Management Strategies (CAMS) which is used to regulate abstraction of water from the environment. The Borough falls within the Kennet and Vale of White Horse ALS of which covers an approximate area of 1,800 km². This sets out whether there is capacity for additional abstraction from rivers or aquifers within the study area and categorise water available for licensed abstraction whilst ensuring a minimum flow for the watercourse to achieve good status under the Water Directive Framework (WFD). - Recent changes to the Planning and Infrastructure Bill aims to half the statutory pre-consultation period for major infrastructure projects in order to accelerate national growth. This will benefit current and future large water supply infrastructure schemes. - The WCS indicates that the New Local Plan encourages all developers to meet the 110 l/p/d aspiration set within the National Framework for Water Resources. Although it is currently unclear if this would be successful, as the total is less than the Building Regulations optional requirement. TWUL are hoping for government interventions from 2035 (amendments to the building regulations). Such interventions would help steer TWUL's infrastructure investment strategy. - The Governments 25 year Environmental plan (2018) sets out goals for improving the environment over the next 25 years. One of the main goals includes to achieve clean and plentiful water. There are two objectives pertinent to water supply. Firstly, the reduction in the damaging abstraction of water from rivers and groundwater ensuring there is enough water to support environmental standards. Secondly, supporting OFWAT's ambitions in minimising the amount of water lost by leakage. - The National Framework for Water Resources (2020) identifies the long term water needs for England both nationally and within regional Water Resource Zones (WRZ). Each regional group must produce a single plan that sets out the best options to provide the best value for customers, society and the environment. The plans must include the following: - Provisions for up to a 1 in 500 annual exceedance probability drought event. - Sustainable abstraction regimes to deliver greater environmental improvement. - Long term reductions in water usage to 110 litres per person per day by 2050, as well as reductions in non-household demand. - Reduction of leakage of 50% by 2050. - Reduced use of drought permits and orders. - Increased water supplies, including reservoirs, water reuse schemes, desalination plants, shared resources with other sectors, and catchment management. - Opportunities for water transfer, within and between regions, at all scales. - Establishing an environmental destination clarifying the requirement to reduce current abstractions by 2050 to meet good status. - The Water Abstraction Plan (2021) sets out how the Government plans to reform water abstraction management to protect the environment and improve access to water. The Environment Agency are the regulatory driver behind this and will:

Infrastructure Topic		Flood Risk and Water Management (Blue Infrastructure)
Sub Topic		Water Supply
		– Use the Water Industry National Environmental Programme (WINEP) to make sure water companies take a leading role in addressing unsustainable abstraction. – Review and adjust as necessary more than half of time limited licences to protect the environment now and in future. – Adjust all permanent licenses shown to be seriously damaging. – Revoke unused licenses. – Regulate all significant abstractions that have been exempt historically – Update all abstraction license strategies by 2027, capturing agreed solutions to environmental pressures. • The Environment Act (2021) is a comprehensive piece of legislation in the UK aimed at protecting and enhancing the natural environment. The Act includes provisions to ensure clean and plentiful water for all and introduces measures to reduce demand for water. The Act: – places a duty on water companies to secure a reduction in adverse impacts of discharges from storm overflows on the environment; growth proposed in Local Plans significantly influences how these reductions can be achieved. – makes drainage and sewerage planning a statutory duty through the requirement for water companies to produce Drainage and Wastewater Management Plans. – enables the revocation or variation of permanent abstraction licences where the change is necessary to protect the environment or where the licence is consistently underused; this may affect water available to service proposed growth • The Levelling up and Regeneration Act (2023) introduces a new duty on water companies in ‘sensitive catchment areas’ to upgrade their Wastewater Treatment Works. They will be required to achieve the highest technological levels for nutrient removal by 1 April 2030; growth proposed in Local Plans significantly influences how these treatment improvements can be achieved. • In 2023 the Department for Environment, Food & Rural Affairs (Defra) launched the Integrated Plan for Delivering Clean and Plentiful Water which aims to transform the management of the water system, clean up the water environment, and create a sustainable supply of water. Some of the key aims of this plan are to improve the overall management of water resources to ensure efficiency and sustainability and to ensure a reliable and sustainable supply of water for future generations. It outlines key actions which include an increase in investment in water infrastructure and technology focusing on the challenges posed by climate change, population growth and an aging infrastructure.
Current Provision	Authority Wide	• TWUL supply around 2,600 million litres of water to around 10 million people and 220,000 businesses. Water supplies are derived from a mix of surface water sources (mostly from large storage reservoirs supplied from the River Thames) and groundwater sources. • In the Borough of Swindon, water is stored in large, open raw-water reservoirs prior to being pumped into TWUL’s treatment plants. Farmoor Reservoir, owned and administered by TWUL, is located approximately 8km west of Oxford, near the east bank of the River Thames, and supplies potable water for most of Swindon. This is supplemented by groundwater abstractions such as those at Moulsoford, South Stoke and Latton. To the south of Swindon there is also an abstraction at Axford from the chalk aquifer. • The TWUL area is split into six water resource zones (WRZ). A WRZ describes an area within which the abstraction and distribution of water to meet demand is largely self-contained and all customers experience the same risk of supply failure and the same level of service. Thames Water undertake the Water Resource Management Plan (WRMP) planning process for each WRZ to ensure the provision of a secure supply of water to customers in that zone.

Infrastructure Topic		Flood Risk and Water Management (Blue Infrastructure)
Sub Topic		Water Supply
		- The Borough of Swindon falls within the Swindon and Oxfordshire (SWOX) WRZ which is TWUL's second largest in population and the largest by geographical area. - The zone can be split into three 'sub-zones' which have major transfers between them: - South Oxfordshire (area stretching from Goring to Chinnor): groundwater only from mainly chalk aquifer sources; produces more water than is needed for local demand - North Oxfordshire (Oxford, Banbury, Witney, Farringdon): surface water only – abstraction from the River Thames into Farmoor Reservoir, treated at Farmoor and Swinford WTWs; can produce more water than is needed for local demand, but during drought output is managed to conserve reservoir storage - Swindon & Cotswolds: groundwater only, mainly from Cotswolds Oolitic Limestone sources and chalk sources; produces less water than is needed for local demand. - A number of distribution improvements have been made in recent years and the main movement of treated water within the WRZ is northwards and westwards. Key sources and distribution are as follows: - The 'Gatox' mains transfer water from the chalk in the Goring Gap towards Oxford and Swindon - Farmoor reservoir provides water north to Bicester and Banbury and west to Swindon - The Oolites of the Cotswolds serve the local demand to the west of the WRZ - Chalk groundwater serves the Upper Kennet Valley, and - Water is received from the Slough, Wycombe and Ashbury WRZ to serve local demands on the eastern border
Existing Issues / Opportunities	Authority Wide	- Based on the Local Development Plans for all the Local Authorities within the TWUL region, it is estimated that the number of customers in the Thames Water area will grow by close to two million people to over 12 million by 2050. The total baseline demand forecast (before intervention) is expected to increase by 270 MI/d in the period of 2023-2050 and then marginally reducing to 266MI/d by 2075. - Water Resources South East's (WRSE) Regional Water Resources Plan for South Eastern England (which covers the whole of the TWUL region) estimates that by 2075 there will be a public water supply shortage of around 2.7 billion litres of water per day (MI/d), equal to around a third of the predicted future need. The main causes are population growth, climate change and the need to restore, protect and enhance the natural environment. Having to supply more people and growth, but with the overall amount of water available from existing sources reducing in the region by 2050, the WRMPs and WRSE's regional plan for South Eastern England explain how the deficits will be met through a combination of reducing water demand, tackling leakage (reducing leakage by 20% by 2027; by 30% by 2032; and by 50% by 2050), and water companies investing in new sources of supply. - TWUL's WRMP24 focuses on two key scenarios – Dry Year Annual Average (DYAA) and the Dry Year Critical Period (DYCP). The former refers to the average water demand during a dry year, which is a year with below-average rainfall that can lead to increased water usage and stress on water resources and the latter refers to the period during a dry year when water demand is at its highest and water resources are most stressed. - The WRMP has adopted a multi-tier approach to supply-demand and has projected 9 potential trajectories which considered a number of uncertainties over the planning period and beyond. For the purpose of the IDP, TWUL's preferred pathway has been used to inform the supply-demand balance.

Infrastructure Topic		Flood Risk and Water Management (Blue Infrastructure)																				
Sub Topic		Water Supply																				
		- Within the DYAA scenario there will be a supply-demand deficit of -90 MI/d by 2045. Without intervention, this deficit increases to – 101 MI/d by 2075. <table><tr><th></th><th>2026</th><th>2030</th><th>2045</th><th>2075</th></tr><tr><td>WRMP24 (MI/d)</td><td>+24</td><td>+9</td><td>-90</td><td>-101</td></tr></table> Table 1: WRMP24 – Preferred Pathway Baseline Supply-Demand Balance for SWOX WRZ DYAA - Within the DYCP scenario there will be a supply-demand deficit of -7 MI/d by 2030. Without intervention this deficit increases to – 87 and 103 MI/d by 2045 and 2075 respectively. <table><tr><th></th><th>2026</th><th>2030</th><th>2045</th><th>2075</th></tr><tr><td>WRMP24 (MI/d)</td><td>+12</td><td>-7</td><td>-87</td><td>-103</td></tr></table> Table 2: WRMP24 - Preferred Pathway Baseline Supply-Demand Balance for SWOX WRZ DYCP - A small supply and demand surplus in SWOX during AMP8 is identified, but a transition to deficit during the early 2030s, when Thames Water moves to 1 in 200-year resilience model (currently has a 1 in 100-year resilience model) is forecasted. The 1 in 200 year resilience model will be adopted from 2030 onwards. - A summary of the local abstraction capacity indicates the River Ray, River Cole and Upper Thames are defined as having restricted water available for licensing during high flow (Q30) conditions. However, the waterbodies do not have any water available for licensing during medium flow (Q50), low flow (Q70) and very low flow (Q95) conditions. Adopting the bespoke Thames licensing strategy as depicted in the Draft Water Cycle Study (2024) indicates all waterbodies would have more water than required to meet the needs of the environment during the Q30 period. However, during the Q50 period, the River Ray, River Cole and Upper Thames are defined as having restricted water available for licensing. - The bespoke strategy adopts a multi-tier Hands off Flow approach (HoF) where: - Consumptive abstraction licences below 2 Megalitres per day (MI/d), no abstraction will take place when the average of the daily mean flows of the preceding 5 days in the River Thames as gauged at Kingston is equal to or less than Q50 (1780 MI/d). - All consumptive abstractions of 2 MI/d or above, a HoF of between Q30 (5170 MI/d) and Q50 (1780 MI/d) (based on the average of the daily mean flows of the preceding 5 days as gauged at Kingston) will be applied based on the perceived level of risk to the water body or downstream water bodies. - Abstractions of all sizes, additional local HoFs or levels may be applied to protect local features or existing abstractors.		2026	2030	2045	2075	WRMP24 (MI/d)	+24	+9	-90	-101		2026	2030	2045	2075	WRMP24 (MI/d)	+12	-7	-87	-103
	2026	2030	2045	2075																		
WRMP24 (MI/d)	+24	+9	-90	-101																		
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WRMP24 (MI/d)	+12	-7	-87	-103																		
Swindon's Central Area		N.a																				
Urban area		N.a																				
Strategic allocations		N.a																				
Highworth, Blunsdon + rural north		N.a																				
Wroughton + rural SW		N.a																				
Wanborough + rural SE		N.a																				

Infrastructure Topic		Flood Risk and Water Management (Blue Infrastructure)
Sub Topic		Water Supply
Existing Planned Projects	Authority Wide	• Demand management is TWUL's largest component for the SWOX WRZ, particularly in the short term (2025 – 2030). TWUL will continue the progressive metering programme with an additional 12,000 households to have new meters installed in AMP 8 achieving a total penetration of 90%. TWUL will also reduce leakage by 5.3 MI/d in the SWOX WRZ during AMP8 and use media campaigns temporary use bans and non-essential use bans to aid demand reduction. • Through the medium term (2030 – 2045) TWUL will finish most of the metering efforts achieving 94% penetration, introduce a financial incentive-based tariff scheme from 2035. Provide additional leakage reductions, promote water efficiency and continue with media campaigns, temporary use bans and non-essential use bans. • In the long term (2045 – 2075), TWUL will continue to drive down leakage and continue media campaigns and bans. • Within both the medium and long term periods TWUL's demand management programme will rely on government intervention on both minimum standards on white goods and the introduction of amendments to building regulations. • With regards to supply management in the short term (2025 – 2030) TWUL's current supply would be sufficient for the 1 in 100-year level of service. However, there will be a need to undertake design and construction of the Moulshford 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 Streatley 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. • Within the medium term (2030 – 2045) TWUL will need to begin using the Moulshford groundwater source. 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. If the 110 l/d target looks as though it will not be achieved, TWUL may need to develop additional treatment assets to treat water from SESRO. • In 2035 TWUL will need to appraise all of its investigations to determine the future license reductions that will be necessary at TWUL's existing sources. TWUL will need to assess what population growth has occurred at this point and the success of the current demand management schemes. • Within the long term (beyond 2045) and where more adverse conditions are present, the Oxford Canal Transfer from Duke's Cut to Farmoor infrastructure may be developed. The scheme includes a 15MI/d conveyance option from the Oxford Canal to Farmoor Reservoir, with abstraction from a point approximately 800m north of Duke's Cut on the Oxford Canal, discharging into the River Thames for subsequent re-abstraction at the existing Farmoor Reservoir intake. It has been assumed that, as the transfer will only be used in periods of low flow, no works will be required to upgrade the existing intake structure or treatment facilities at Farmoor Reservoir. • Several improvements being made at Swinford and Farmoor WTWs – this will allow for an increase to deployable output for both sites – together with improvements to the Faringdon to Blunsdon Trunk Main, will ensure supply and increase capacity (estimates of 10 – 20 MI/d extra capacity once completed). • The existing pipeline is based on a number of scenarios which are subject to change given they are linked to non-stationary factors such as climate change and population growth.

Infrastructure Topic		Flood Risk and Water Management (Blue Infrastructure)
Sub Topic		Water Supply
		- Meeting the future demand also relies on demand management throughout the planning period and requires elements of raising public awareness and public uptake in financial incentive-based tariffs. It is possible that lack of uptake in these strategies could mean additional resilience is required within the SWOX WRZ within the medium to long term. - 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. - Ashton Keynes Sole feed /Island Zone – 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. - 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. - 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.
Infrastructure required to Support Growth	Authority Wide	See planned projects above.
Swindon's Central Area		N.a
Urban area		N.a
Strategic allocations		N.a
Highworth, Blunsdon + rural north		N.a
Wroughton + rural SW		N.a
Wanborough + rural SE		N.a
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	No gaps identified however, future growth beyond the current assessment period is unknown. Infrastructure needs may change in future of which is dependant on national and regional housing targets and climate change all of which have an impact on supply/demand.
Further commentary	Authority Wide	No Further Commentary
Data / Document Sources		- Thames Water Draft Resources Management Plan (2024), Thames Water. - Swindon Borough Council Draft Water Cycle Study (August 2024), Stantec.

Wastewater Treatment

Infrastructure Topic		Flood Risk and Water Management (Blue Infrastructure)
Sub Topic		Wastewater Treatment
Infrastructure Delivery	Authority Wide	- Thames Water Utilities Limited (TWUL) is responsible for the approximately 94% of the public sewer systems throughout the Borough of Swindon, with the exception of some highway drains which may be the responsibility of Local Authorities or the Highways Agency and small communities and individual rural properties which are served by small private package treatment plants or septic tanks. TWUL is regulated (economically) by the Government Department Ofwat who oversee the long term resilience of waste water infrastructure. TWUL is also responsible for building, operating and maintaining wastewater treatment facilities, referred to as, Sewage Treatment Works (STWs). TWUL's wastewater operations are also regulated by the Environment Agency for environmental performance. - Water companies are legally required under the Water Industry Act to serve customers by investing in and providing new strategic wastewater infrastructure and treatment facilities as necessary to provide for housing granted planning permission. They manage this through the Asset Management Plan (AMP) business planning process which is now supported by the statutory requirement to produce Drainage and Wastewater Management Plans (DWMP). - The EA is responsible for regulating wastewater treatment works, by issuing permits and assessing the quality of treated effluent against compliance limits. In particular, the EU Urban Waste Water Treatment Directive, transposed into UK law, prescribes minimum standards for wastewater collection and treatment in urban areas with a population equivalent of over 2,000, with more advanced treatment required in places with a population equivalent over 10,000 in sensitive areas. The Water Framework Directive (WFD) Regulations also require watercourses to meet set water quality conditions which affect how wastewater discharges are regulated. The Environment agency manage this by setting standards for treated wastewater effluent being discharged into the environment through the issue of a permit to discharge at all STWs under the requirements of the Environmental Permitting Regulations. These permits limit the volumes which can be discharged and set quality standards which must be complied with. This process limits how much development a STW can serve before a new permit to discharge is required. - The Governments 25 year Environmental plan (2018) sets out goals for improving the environment over the next 25 years. One of the main goals includes to achieve clean and plentiful water. There are two objectives pertinent to waste water, firstly reaching or exceeding objectives for rivers, lakes, coastal and groundwaters that are specially protected whether for biodiversity or drinking water as per or River Basin Management Plans. Secondly, Minimising harmful bacteria in designated bathing waters and continuing to improve the cleanliness of our waters by 2030. - The Environment Act (2021) is a comprehensive piece of legislation in the UK aimed at protecting and enhancing the natural environment. The Act includes provisions to ensure clean and plentiful water for all. The Act: - places a duty on water companies to secure a reduction in adverse impacts of discharges from storm overflows on the environment; growth proposed in Local Plans significantly influences how these reductions can be achieved. - makes drainage and sewerage planning a statutory duty through the requirement for water companies to produce Drainage and Wastewater Management Plans. - In 2023 the Department for Environment, Food & Rural Affairs (Defra) launched the Integrated Plan for Delivering Clean and Plentiful Water which aims to transform the management of the water system, clean up the water environment, and create a sustainable supply of water. One of the key aims is to implement measures to reduce pollution and enhance water quality. It outlines key actions which include an increase in investment in water infrastructure and technology

Infrastructure Topic		Flood Risk and Water Management (Blue Infrastructure)																																
Sub Topic		Wastewater Treatment																																
		focusing on the challenges posed by climate change, population growth and an aging infrastructure.																																
Current Provision	Authority Wide	• TWUL is responsible for maintaining and enhancing nine STW's across the Borough of Swindon. All of which treat wastewater from both residential and employment sources before discharging back to the water environment. The locations of the STW's across the Borough, and the drainage catchment areas they serve are presented in Figure 4-10. • The WCS focuses on seven of these (see Table 1) omitting both Shrivenham and Marlborough STWs. Of the seven STWs, the WCS was able to determine the current baseline capacity at four of the STW. Three (Castle Eaton, Hannington and Sevenhampton) are small works with no confirmed effluent monitoring data and baseline capacity at these three works is likely to be limited. Of the four STW with information, all have some degree of headroom capacity for future growth in their permits to discharge. • Highworth STW is only utilising 0.31% of its current permit; as such the STW could accept more flows in future. It must be noted, data provided by TWUL with regards to the DWF for Highworth STW contain very low values and are likely a result of faulty monitoring instruments. • Blunsdon STW and Wanborough STW utilise 84% and 56% of their current permits respectively with room for additional connections depending upon the scale of planned growth. • Swindon STW currently utilises 85% of its permit and has enough headroom. Table 1 – STW's current and post growth capacity <table><tr><th>STW's</th><th>Current DWF (m³/d)</th><th>Current Headroom capacity (m³/d)</th><th>Current Permit used (%)</th></tr><tr><td>Swindon</td><td>48,275</td><td>7,021</td><td>85</td></tr><tr><td>Blunsdon</td><td>487</td><td>77</td><td>84</td></tr><tr><td>Castle Eaton</td><td>48</td><td>Not Calculated</td><td>Not Calculated</td></tr><tr><td>Hannington (Wilts)</td><td>Not Calculated</td><td>Not Calculated</td><td>Not Calculated</td></tr><tr><td>Wanborough</td><td>722</td><td>319</td><td>56</td></tr><tr><td>Highworth</td><td>1,900</td><td>1,894.1</td><td>0.31</td></tr><tr><td>Sevenhampton</td><td>23</td><td>Not Calculated</td><td>Not Calculated</td></tr></table>	STW's	Current DWF (m³/d)	Current Headroom capacity (m³/d)	Current Permit used (%)	Swindon	48,275	7,021	85	Blunsdon	487	77	84	Castle Eaton	48	Not Calculated	Not Calculated	Hannington (Wilts)	Not Calculated	Not Calculated	Not Calculated	Wanborough	722	319	56	Highworth	1,900	1,894.1	0.31	Sevenhampton	23	Not Calculated	Not Calculated
STW's	Current DWF (m³/d)	Current Headroom capacity (m³/d)	Current Permit used (%)																															
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Wanborough	722	319	56																															
Highworth	1,900	1,894.1	0.31																															
Sevenhampton	23	Not Calculated	Not Calculated																															
Existing Issues / Opportunities	Authority Wide	• TWUL have identified the following 4 key issues with regards capacity of the existing wastewater treatment infrastructure network: – Population Growth: population in the Thames Water region is expected to increase by more than 2 million people by 2045; – Climate change: Impacts of climate change are expected to increase, with more extreme weather expected. This includes droughts, heatwaves and summer rainstorms becoming 20% more extreme; – Loss of green space: Loss of green and impermeable areas to housing, transport infrastructure, and many other uses. This reduces the ability of rainwater to soak into the ground, and runs into sewers and rivers more quickly, increasing the risk of flooding. – Water Quality: Of the 16 surface water bodies within the borough five are classified 'Poor' under the WFD, two of which sewage discharge is contributing to the classification, namely Liden Brook, Swindon and Coler (Acorn Bridge to Bower Bridge). Three groundwater bodies out of four also have a 'Poor' classification of which two (Upper Thames Gravel and Berkshire Downs Chalk) are due to private sewer treatment. • The TWUL DWMP indicates that there will be an increase in internal and external sewer flooding by 2050 for all STW catchments during a 1 in 30 and 1 in 50 year which will also result in an increase in storm overflow incidents without																																

Infrastructure Topic		Flood Risk and Water Management (Blue Infrastructure)
Sub Topic		Wastewater Treatment
		the implementation of the measures within the DWMP. With the implementation of the DWMP measures and the proposed works/investments the number of internal and external flooding events is expected to be 0 with the total number of annual overflow instances predicted to be <=10.
<i>Swindon's Central Area</i>		- Served by Swindon STW. - The 2024 WCS indicates Swindon STW has headroom capacity and could accommodate development within the Town Centre - Aligning with the WCS, TWULs 2023 DWMP indicates Swindon STW currently complies with its permits. - Swindon STW discharges into the River Ray which is a moderately sized watercourse of which likely has good dilution capacity potential.
<i>Urban area</i>		- Served by Swindon STW. - The 2024 WCS indicates Swindon STW has headroom capacity and could accommodate development within the Town Centre - Aligning with the WCS, TWULs 2023 DWMP indicates Swindon STW currently complies with its permits. - Swindon STW discharges into the River Ray which is a moderately sized watercourse of which likely has good dilution capacity potential.
<i>Strategic allocations</i>		- All strategic allocation sites will likely be served by Swindon STW. - The 2024 WCS indicates Swindon STW has headroom capacity and could accommodate development within these strategic sites. - Aligning with the WCS, TWULs 2023 DWMP indicates Swindon STW currently complies with its permits. - Swindon STW discharges into the River Ray which is a moderately sized watercourse of which likely has good dilution capacity potential.
<i>Highworth, Blunsdon + rural north</i>		- Served by Castle Eaton, Highworth, Hannington, Sevenhampton, Blunsdon and Swindon STWs. - The 2024 WCS indicates all seven STWs it assessed have headroom capacity and could accommodate some additional development. - Aligning with the WCS, TWULs 2023 DWMP indicates Highworth, Sevenhampton, Blunsdon and Swindon STW's comply with their permits. Castle Eaton and Hannington STWs are not represented within the 2023 DWMP. - All STW's other than Swindon, likely discharge effluent into small land drains which offer limited dilution potential. Swindon STW discharges into the River Ray which is a moderately sized watercourse of which likely has good dilution capacity potential.
<i>Wroughton + rural SW</i>		- Served by Swindon and Marlborough STWs. - The 2024 WCS indicates Swindon STW has headroom capacity and could accommodate development within the Town Centre - Aligning with the WCS, TWULs 2023 DWMP indicates Swindon STW currently complies with its permits. - Swindon STW discharges into the River Ray which is a moderately sized watercourse of which likely has good dilution capacity potential. - Baseline headroom capacity for Marlborough STW was not assessed within the 2023 WCS however according to the 2024 DWMP it currently complies with its permits and therefore could potentially accommodate additional development. The majority of the Marlborough STW catchment falls outside the Borough boundary. - Marlborough STW discharges into the River Kennet which is a moderately sized watercourse of which likely has good dilution capacity potential. The River Kennet is a chalk stream and designated a Site of Specific Scientific Interest (SSSI) therefore is sensitive to water quality changes. Works that interact with the River Kennet will likely be subject to additional scrutiny.
<i>Wanborough + rural SE</i>		Served by Wanborough and Shrivenham STWs.

Infrastructure Topic		Flood Risk and Water Management (Blue Infrastructure)
Sub Topic		Wastewater Treatment
		• The 2024 WCS indicates Wanborough STW has headroom capacity and could accommodate some additional development. Shrivenham was not captured within the WCS. • Aligning with the WCS, TWULs 2023 DWMP indicates that Wanborough currently complies with its permits. The 2023 DWMP indicates Shrivenham STW is shown to be at Very Significant Risk of non-compliance. • Both Wanborough and Shrivenham STWs discharge effluent into small land drains which likely offer limited dilution potential.
Existing Planned Projects	Authority Wide	• Planned projects and infrastructure required to support growth are identified below. • Thames Water identified the following challenges to delivering infrastructure improvements for wastewater: – Population growth uncertainties; – Water quality pressures which may limit increases in treatment permit headroom; – Incomplete mapping of surface water systems e.g. sewer, highway or land drainage and the extent of their hydraulic surface water sewerage network model; – Location of property level misconnections; – Pipe materials e.g. pitch fibre sewers impacting asset health; and – Ownership and maintenance of SuDS. • Development can detrimentally impact water quality by: – Increasing the volume in wastewater requiring treatment and discharge to surface waters. This can increase the levels of phosphorus, ammonia and organic matter in receiving watercourses. – Increasing pollutants in surface water runoff from development surfaces, including roads and pavements. Rainwater draining from development roads and pavements can carry many pollutants, including metals, vehicle emissions, silt, grit, oil, microplastics and household chemicals. – Decreasing typical flows in watercourses due to increased abstraction for water supply, leading to increased concentration of pollutants.
Infrastructure required to Support Growth	Authority Wide	• Planned projects and infrastructure required to support growth are identified below.
<i>Swindon's Central Area</i>		• The objectives for Swindon STW for the short, medium and long term are to provide sewer network improvements to meet growth and climate change drivers and invest in Swindon STW to ensure compliance. TWUL has a sludge growth project in design at the Swindon STW, which is due to be delivered in the 2025-2030 period. • 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.
<i>Urban area</i>		• Upgrades to Swindon STW likely to benefit this area.
<i>Strategic allocations</i>		• Upgrades to Swindon STW likely to benefit this area.
<i>Highworth, Blunsdon + rural north</i>		• An 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

Infrastructure Topic		Flood Risk and Water Management (Blue Infrastructure)
Sub Topic		Wastewater Treatment
		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. An upgrade is planned for Blundson STW for the period 2025 – 2030 which will ensure a higher quality of treated effluent. Blundson 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.
<i>Wroughton + rural SW</i>		Upgrades to Swindon STW likely to benefit this area.
<i>Wanborough + rural SE</i>		- An 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.
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	No information regarding future upgrade works is available for the remaining Castle Eaton STW, Hannington (Wilts) STW and Sevenhampton STW.
Further commentary	Authority Wide	No Further Commentary
Data / Document Sources		- Thames Water Drainage and Wastewater Management Plan (2024), Thames Water. - Swindon Borough Council Draft Water Cycle Study (August 2024), Stantec.

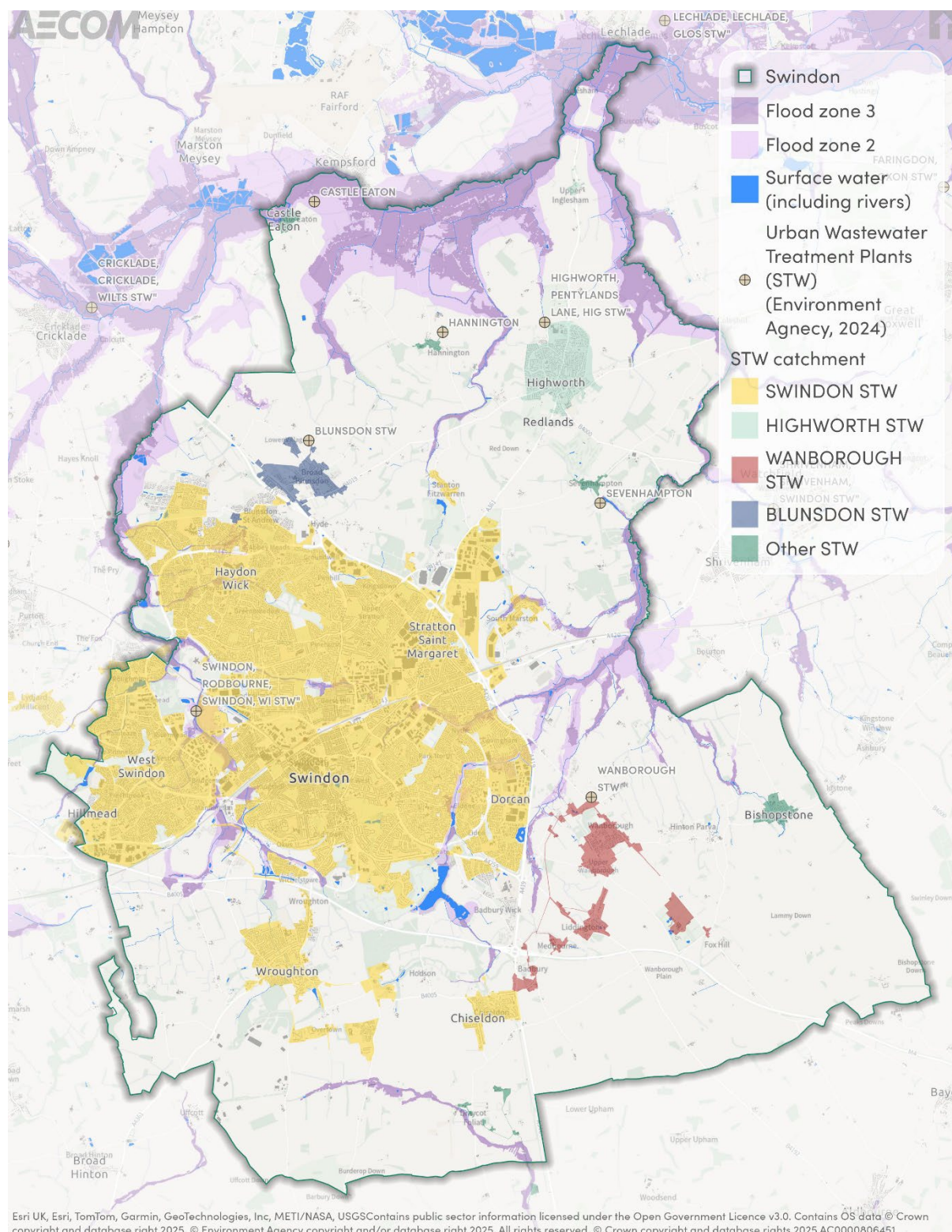


Figure 4-10: Flood risk and water management infrastructure map

Waste Management

Waste collection, disposal and planning

Infrastructure Topic		Waste Management
Sub Topic		Waste collection, disposal and planning
Infrastructure Delivery	Authority Wide	- This topic covers waste management across Swindon, including household waste recycling centres, waste processing and management and household collections. - Swindon and Wiltshire Local Planning Authorities strategically plan for the joint needs of waste and minerals related matters across the area. Swindon Borough Council operate their waste management and collection services, including residential waste collection and the management of household waste recycling sites. - Commercial waste collection is not managed by Swindon Borough Council, with private operators contracted by businesses to deliver these services. - No publicly announced emerging waste plan or review of the current joint waste planning policy framework for Wiltshire and Swindon. The policy framework consists of the Waste Core Strategy (2006-2026), The Waste Development Control Policies Development Plan Document (2009) and the Waste Site Allocations Local Plan (2013) (for the period up to 2026). The Swindon Borough Council Waste Strategy (2019-2029) supplements the Core Strategy, providing further direction for waste management in the Borough.
Current Provision	Authority Wide	- Swindon Borough Council collects waste from 97,000 households, including 84,000 houses and 13,000 communal buildings (i.e. flats). Over 150,000 collections are carried out each week. - The Borough operates nine refuse trucks, 13 recycling trucks, 4 garden waste trucks and 2 narrow access trucks. - Current waste collection services include: general waste, recycling, plastics, garden waste, communal waste, bulky items and clinical waste. - There is one household waste recycling centre within Swindon, located at the Cheney Manor Industrial Estate. - True as of the Waste Core Strategy (2009), Swindon had 40 'bring' sites (unstaffed locations where the public can deposit items like glass, cans, plastics, paper, textiles, and shoes).
Existing Issues / Opportunities	Authority Wide	- Recent trends show a drop in Swindon's recycling rates (down to 38.4% in 2016/17), positioning the Borough significantly below neighbouring authorities. Goals have been set to reach 50% in 2020 and 60% in 2029. - A key challenge reflects global issues relating to the collapse of plastics recycling markets and the consequential impacts for waste management and recycling processing. - Local Council budget pressures are placing increasing pressures on waste management services.
Swindon's Central Area		N.a
Urban area		<i>There is one household waste recycling centre within Swindon, located at the Cheney Manor Industrial Estate.</i>
Strategic allocations		N.a
Highworth, Blunsdon + rural north		N.a
Wroughton + rural SW		N.a
Wanborough + rural SE		N.a
Existing Planned Projects	Authority Wide	Additional site for Household Waste Recycling Centre to support Swindon's growth (preferred East Swindon site) (source: Swindon IDP 2013) (projected deliver for 2022, but not evidence this has been delivered yet)
Infrastructure required to	Authority Wide	Increased provision of Household Waste Recycling Centre space should be secured (in the absence of the above scheme recommended in 2013) to support

Infrastructure Topic		Waste Management
Sub Topic		Waste collection, disposal and planning
Support Growth		the growing population. There are no set standards and this should be set in accordance with current capacity at the single Cheney Manor site. Design solutions for the appropriate storage of domestic wheelie bins and recycling bins should be ensured across all new development.
<i>Swindon's Central Area</i>		N.a
<i>Urban area</i>		N.a
<i>Strategic allocations</i>		N.a
<i>Highworth, Blunsdon + rural north</i>		N.a
<i>Wroughton + rural SW</i>		N.a
<i>Wanborough + rural SE</i>		N.a
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	The increased population associated with housing growth will require the provision of additional Household Waste Recycling Centre capacity, either through an expansion of the current Cheney Manor site or through the delivery of a new site.
Further commentary	Authority Wide	The new Household Waste Recycling Centre to support future housing and population growth mentioned in the 2013 IDP is not referenced in the 2021 IDP update.
Data / Document Sources		- Swindon IDP (2013) - NEV IDP 2021. Municipal Waste Management Strategy

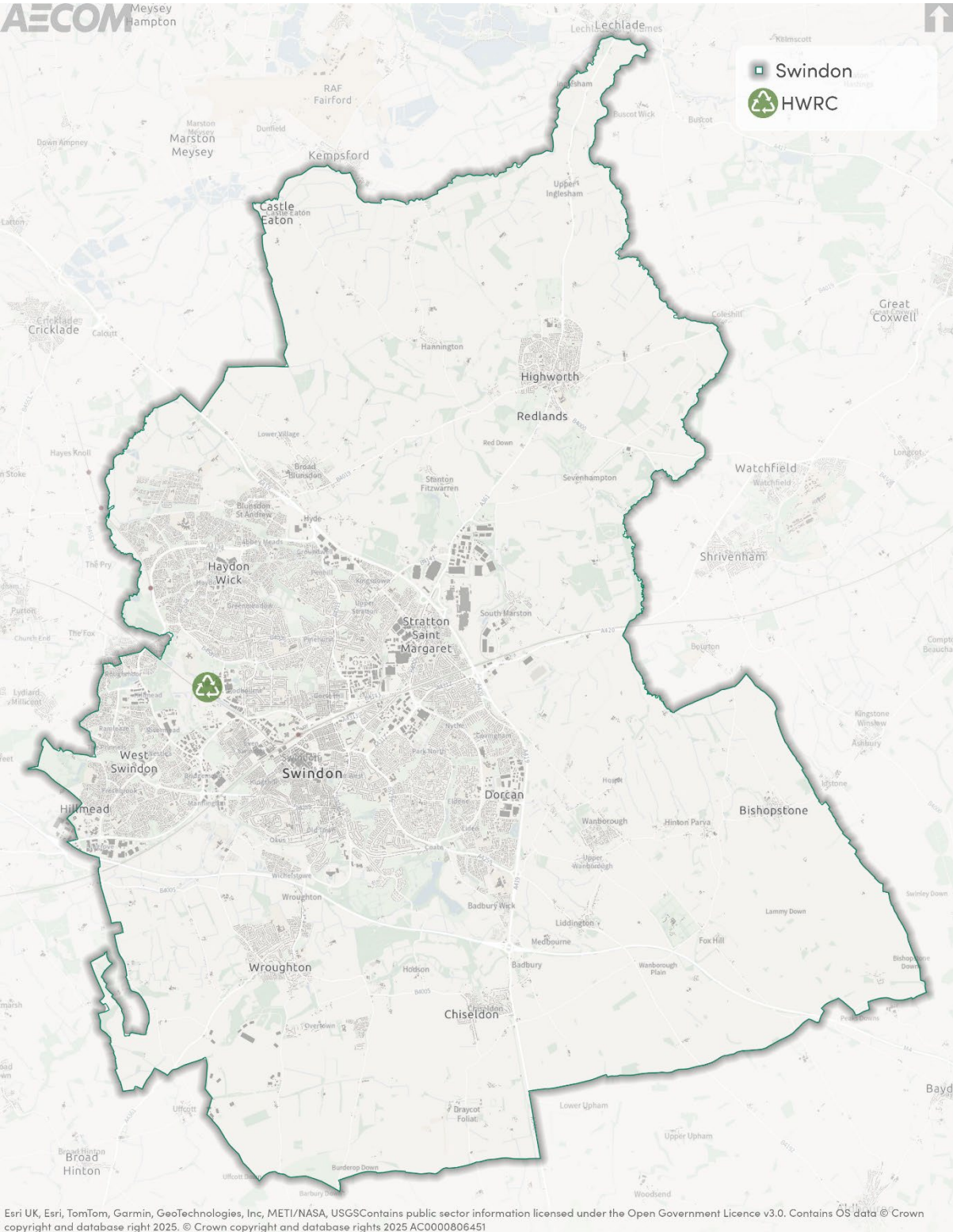


Figure 4-11: Waste management infrastructure map

Energy

Electricity Distribution

Infrastructure Topic		Energy
Sub Topic		Electricity Distribution
Infrastructure Delivery	Authority Wide	- Scottish and Southern Electricity Networks (SSEN) who are the Electricity Distribution Network Operator (DNO) for the local area are responsible to deliver the area's electricity requirements and reinforce their network to support new developments when they come forward for development - The Future Homes and Buildings Standard will come into force in 2025. This standard sets new requirements for the energy efficiency and heating for new homes and non-domestic buildings. One of these requirements will be the removal of carbon sourced methods to heat residential homes, such as gas boilers which will no longer be installed in homes built after 2025. Instead, heating in new homes will be electrified. This is expected to increase demand for electricity and place greater strain on electricity distribution networks.
Current Provision	Authority Wide	- The development growth accounted IDP would be supplied by Bulk Supply Points (BSP). Swindon is supplied electricity by the following BSPs: - Swindon BSP - Toothill BSP - Stratton (2 x 90) - Stratton (2 x 60) - Galileo - SSEN Network Capacity website (Ref 1) indicates that these BSPs have the following capacity classifications: - Swindon BSP – Partially Constrained - Toothill BSP – Constrained - Stratton (2 x 90) – Constrained - Stratton (2 x 60) – Constrained - Galileo - Constrained - The capacity classifications are defined as follows: - Unconstrained - There are no limits or restrictions on the electricity network to support a new connection. - Partially Constrained - The electricity network has partial capacity to transport electricity required or produced from a new connection. - Constrained - The network does not have the capacity to transport electricity required or produced from a new connection. EV: Electric vehicles - As demonstrated by the capacity classifications of the BSPs which supply electricity to Swindon, there is limited spare capacity to support new connections. - The BSPs supplying Swindon are almost entirely powered through the Minety Grid Supply Point (GSP). SSEN Network capacity shows that the Minety GSP is currently constrained.
Existing Issues / Opportunities	Authority Wide	Throughout Swindon, capacity within the electricity network is constrained. SSEN as the DNO however, is required to supply new development areas with their electricity requirements. Should new development come forward, SSEN would be required to reinforce their networks to support the development.
Swindon's Central Area		Swindon Town Centre is located within the Swindon BSP coverage area. The Swindon BSP is only partially constrained and could supply a new connection. However, it is unclear what size of demand it could support.
Urban area		The north-west of the urban area is located within the Swindon BSP coverage area which support a new supply connection, although it is unclear what size of

Infrastructure Topic		Energy
Sub Topic		Electricity Distribution
		the demand. The rest of the urban area is located within BSPs that are constrained and cannot support new connections without further investment and upgrades
<i>Strategic allocations</i>		The strategic allocations and rural areas are located in BSP coverage areas that are constrained and cannot support new connections without further investment and upgrades
<i>Highworth, Blunsdon + rural north</i>		
<i>Wroughton + rural SW</i>		
<i>Wanborough + rural SE</i>		
Existing Planned Projects	Authority Wide	- The following planned reinforcement works as listed on the SSEN Network capacity map are noted below: - 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 - The SSEN Network capacity map notes that there are several transmission and distribution works ongoing for the Minety GSP. The transmission reinforcement works are expected to be completed in June 2037 and the distribution reinforcement works are scheduled to be completed in March 2028. - Distribution Network Operators (DNO) are limited by their licence conditions to “investing ahead of need”. In effect, this means that to trigger reinforcement works, the DNO is required to demonstrate that a significant new demand will develop in the region and that network reinforcement is needed in order to support it. - The need for network reinforcement is generally demonstrated through financial guarantees provided by developers. Strategic investment in the electricity network in order to facilitate development on strategic sites will need to be considered at an early stage in the planning process. The introduction of more flexibility or changes in the regulatory framework in the future might ease these constraints and enable more proactive reinforcement investment. - SSEN have currently published three Distribution Network Options Assessment (DNOA) outcome reports which list works that are applicable to the Swindon area. These include: - Installation of additional 33kV circuit between Stratton BSP and Farrington PSS. - Farrington PSS reinforcement of 2 x 33/11kV transformers, which would release 14 MVA - 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. - SSEN review their Strategic Development Plan (SDP) for each GSP annually. These are informed by the Distribution Future Energy Scenarios (DFES) and from engagement with local authorities who SSEN asks for the latest information from the local plan to inform these plans. SSEN has not published the 2025 SPD for Minety.
Infrastructure required to Support Growth	Authority Wide	The daily electricity demand is estimated to increase by the demands stated below by 2043. These estimates are based on the total anticipated residential house increases and on an electricity demand of 7.5 kW per residential unit,

Infrastructure Topic		Energy
Sub Topic		Electricity Distribution
		which would be considered worse case in regard to electricity demand increases. As mentioned above, SSEN consider their DFES when preparing their SPDs. SSEN typically consider the 'holistic scenario'. The holistic scenario does not anticipate that domestic heating will be entirely provided by electricity. Whilst it does forecast it to decrease and for electricity still account for the majority of the demand, it does anticipate gas generation to still be active by 2030 and by 2050 it expects that low carbon hydrogen to be available.
Swindon's Central Area		39.7 MW
Urban area		25.0 MW
Strategic allocations		103.1 MW
Highworth, Blunsdon + rural north		11.4 MW
Wroughton + rural SW		9.2 MW
Wanborough + rural SE		1.9 MW
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- 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. - As noted above, currently much SSEN's primary substations in Swindon are constrained. SSEN will have to provide network reinforcement to support the housing commitment growth in Swindon.
Further commentary	Authority Wide	Reinforcement work - Typically, distribution network reinforcement takes 12 - 24 months to be implemented, once the DNO has established the business case for the reinforcement. The preparation of development briefs and masterplans for larger strategic sites can assist in ensuring that these needs are identified early in the planning process. Those responsible for planned residential developments should engage early with the DNO to ensure distribution network reinforcements are implemented in time for the development. Future electricity demand - An important aspect of future infrastructure investment in the energy sector is the anticipated rapid adoption of Electric Vehicles (EVs) and the electrification of heat. This follows the Government's objectives for grid decarbonisation. Traditionally, vehicles and heat have relied on power derived from fossil fuels. However, recent legislation across the UK (i.e., the 2050 net zero carbon target, the 2035 ban on new petrol vehicles) necessitates widespread momentum in the adoption of EVs and the electrification of heat. It is unclear though what the anticipated adoption of these practices will be. If household don't adopt domestic solar power or low energy decarbonised heat sources such as air or ground source heat pumps, the additional electricity demand could exert significant pressure on the country's existing electrical infrastructure. The uncertainty of future loads could have a regional impact on the scale of planned infrastructure reinforcements and the overall network capacity. However, due to existing DNO licence constraints, the required infrastructure reinforcements will only materialise once the demand increases, which could, in turn, limit the spare capacity available for new development.
Data / Document Sources		REF 1 -Network Capacity Map (access May 2025) Scottish and Southern Electricity Network https://network-maps.ssen.co.uk/

Gas Distribution

Infrastructure Topic		Energy
Sub Topic		Gas Distribution
Infrastructure Delivery	Authority Wide	- Wales & West Utilities are the Gas District Network Operator (DNO) for the local area and are responsible for delivering the area's gas requirements and reinforcing their network to support new developments when they come forwards for development - The Future Homes and Buildings Standard will come into force in 2025. This standard sets new requirements for the energy efficiency and heating for new homes and non-domestic buildings. One of these requirements will be the decarbonisation of heating method used to heat residential homes. This means gas boilers will no longer be installed in homes built after 2025. Instead, in new homes' heating will be electrified. This is expected to reduce demand for gas.
Current Provision	Authority Wide	- Wales & West Utilities operate low and medium pressure gas pipelines within Swindon, that deliver gas from the National Transmission Systems to homes and businesses. The system is well established with some pipelines dating back over 80 years. - The gas infrastructure span across Swindon supplying gas to residential zones, industrial areas and the rural outskirts. - Some of the existing gas infrastructure is aging and there are major projects to replaces and upgrade some existing pipelines to the modernise the network.
Existing Issues / Opportunities	Authority Wide	See area specific commentary below:
<i>Swindon's Central Area</i>		The Swindon Town Centre and urban area has a well-established gas network. WWU would be able to provide new connections in this area.
<i>Urban area</i>		
<i>Strategic allocations</i>		Swindon has a well-established gas network however given the lack of existing developments in the strategic locations, and rural areas WWU may require significant upgrades to their networks to provide a new connection to new development and may deem it uneconomical to provide a new connection to development depending on how remote sites are to existing pipeline. New developments in these location may not however require new gas connections given the Future Homes standard.
<i>Highworth, Blunsdon + rural north</i>		
<i>Wroughton + rural SW</i>		
<i>Wanborough + rural SE</i>		
Existing Planned Projects	Authority Wide	- Wales & West Utilities major projects in Swindon currently include pipeline replacement projects for aging infrastructure in Devizes Road and the Bruce Street area. - In the long term, Wales & West Utilities are transitioning towards low carbon gases. They are commissioning green gas readiness projects to future proof their network to allow for low carbon gases like hydrogen and biomethane to eventually feed into their networks.
Infrastructure required to Support Growth	Authority Wide	- As shown in Wales & West Utilities' Long-Term Development Statement 2024 (Ref 2), the organisation anticipates that the demand for gas increase by 5% by 2029/30 as the demand for partially recover to the domestic demand levels prior to the energy crisis. However, post 2030, the demand for gas is expected to decrease due a combination of improved efficiencies and adoption of low carbon heat technologies. - Furthermore, since the IDP Growth Context is for residential development, it is not anticipated further gas infrastructure is required to support growth of Swindon over the plan period. With the implementation of the Future Building Standard - If new gas connections are required at new residential developments, constructions lead-in time would need to be considered. Gas network reinforcement project requiring high-pressure pipelines typically require two-to-four-year notice. However, WWU would expand and grow their network to support new developments that are committed by the Local Authority. The cost

Infrastructure Topic		Energy
Sub Topic		Gas Distribution
		of the large scale network expansion would be fund by WWU as part of their investment procedure under their licensing condition.
<i>Swindon's Central Area</i>		• N.a
<i>Urban area</i>		• N.a
<i>Strategic allocations</i>		• N.a
<i>Highworth, Blunsdon + rural north</i>		• N.a
<i>Wroughton + rural SW</i>		• N.a
<i>Wanborough + rural SE</i>		• N.a
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• As mentioned, WWU would respond by investing in the expansion of their network under their license condition for development that has been approved and committed by the local authority.
Further commentary	Authority Wide	• Any further notes or commentary relevant to the infrastructure topic but does not fit within the above headings.
Data / Document Sources		• Swindon Borough Local Plan 2026 Pre-Submission Draft Infrastructure Delivery Plan (December 2012) (Ref 1) • 2024 Long Term Development Statement (2024), Wales & West Utilities (Ref 2)

Renewables

Infrastructure Topic		Energy																																																												
Sub Topic		Renewables																																																												
Infrastructure Delivery	Authority Wide	- Renewable energy projects are typically developed by private developers who then profit from the energy generated by selling it to the National Grid. Developers typically deliver their own strategies with the assistance of private consultants who plan the strategies. Local planning authorities are responsible for reviewing and offering approval for renewable energy projects with generations capacities less than 50 MW. Renewable energy projects larger than 50 MW are classified as National Significant Energy Projects and require Development Consent Order Planning applications. - Swindon Borough energy delivery plan focuses on methods to securing energy of the area. Whilst this plan does support major strategic renewable energy projects, it also focuses on ensuring energy efficiencies measures are also maintained.																																																												
Current Provision	Authority Wide	Table 1: Number of existing renewable energy installations in IDP areas <table><tr><th>Renewable Energy Type</th><th>Highworth and Rural North</th><th>Swindon Urban Area</th><th>Wroughton and Rural South</th><th>Total</th></tr><tr><td>Anaerobic Digestion</td><td></td><td>1</td><td></td><td>1</td></tr><tr><td>Battery</td><td></td><td>2</td><td></td><td>2</td></tr><tr><td>Landfill Gas</td><td></td><td>1</td><td></td><td>1</td></tr><tr><td>Solar Photovoltaics</td><td>7</td><td>3</td><td>3</td><td>13</td></tr><tr><td>Total</td><td>7</td><td>7</td><td>3</td><td>17</td></tr></table> Table 2: Energy generation of existing renewable installations in IDP areas <table><tr><th>Renewable Energy Type</th><th>Highworth and Rural North</th><th>Swindon Urban Area</th><th>Wroughton and Rural South</th><th>Total</th></tr><tr><td>Anaerobic Digestion</td><td></td><td>1.2 MW</td><td></td><td>1.2 MW</td></tr><tr><td>Battery</td><td></td><td>49.9 MW</td><td></td><td>49.9 MW</td></tr><tr><td>Landfill Gas</td><td></td><td>3 MW</td><td></td><td>3 MW</td></tr><tr><td>Solar Photovoltaics</td><td>95.4 MW</td><td>10 MW</td><td>56.3 MW</td><td>161.7 MW</td></tr><tr><td>Total</td><td>95.4 MW</td><td>64.1 MW</td><td>56.3 MW</td><td>215.8 MW</td></tr></table>	Renewable Energy Type	Highworth and Rural North	Swindon Urban Area	Wroughton and Rural South	Total	Anaerobic Digestion		1		1	Battery		2		2	Landfill Gas		1		1	Solar Photovoltaics	7	3	3	13	Total	7	7	3	17	Renewable Energy Type	Highworth and Rural North	Swindon Urban Area	Wroughton and Rural South	Total	Anaerobic Digestion		1.2 MW		1.2 MW	Battery		49.9 MW		49.9 MW	Landfill Gas		3 MW		3 MW	Solar Photovoltaics	95.4 MW	10 MW	56.3 MW	161.7 MW	Total	95.4 MW	64.1 MW	56.3 MW	215.8 MW
Renewable Energy Type	Highworth and Rural North	Swindon Urban Area	Wroughton and Rural South	Total																																																										
Anaerobic Digestion		1		1																																																										
Battery		2		2																																																										
Landfill Gas		1		1																																																										
Solar Photovoltaics	7	3	3	13																																																										
Total	7	7	3	17																																																										
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Landfill Gas		3 MW		3 MW																																																										
Solar Photovoltaics	95.4 MW	10 MW	56.3 MW	161.7 MW																																																										
Total	95.4 MW	64.1 MW	56.3 MW	215.8 MW																																																										
Existing Issues / Opportunities	Authority Wide	See area specific summaries below:																																																												
	Swindon's Central Area	The Swindon Town Centre and urban areas are well-established and there is limited space for large renewable energy development projects. Renewable energy project for this area would likely be limited to roof mounted solar photovoltaic panels.																																																												
	Urban area																																																													
	Strategic allocations	The Strategic Locations are less developed and could potentially support renewable energy projects. However, given the size of these areas and the housing development aspirations, large renewable energy projects may not be feasible and may be limited to smaller projects such as battery storage or roof mounted solar photovoltaics panels																																																												
	Highworth, Blunsdon + rural north	Rural areas could potentially support further renewable energy projects given its size and rural context. However, it would be dependent on current infrastructure plans.																																																												
	Wroughton + rural SW																																																													

Infrastructure Topic		Energy																																			
Sub Topic		Renewables																																			
	Wanborough + rural SE																																				
Existing Planned Projects	Authority Wide	- The renewable energy database lists (Ref 1) all renewable energy projects that are included within the planning system. The projects that have received planning approval and are 'Under Construction' or 'Awaiting Construction' are listed. There are additional projects listed under this database that are still subject to a planning decision or were rejected by planning however these are not included in the tables below as it uncertain whether these projects will come to fruition. - The existing pipeline will be delivered by private developers. As such, the delivery of scheme will be subject to economic viability and industry influences.																																			
		Table 3: Number of planned renewable energy installations in IDP areas																																			
		<table><thead><tr><th></th><th>Highworth and Rural North</th><th>New Eastern Villages</th><th>Swindon Town Centre</th><th>Swindon Urban Area</th><th>Wroughton and Rural South</th><th>Total</th></tr></thead><tbody><tr><td>Advanced Conversion Technology</td><td></td><td></td><td></td><td>1</td><td></td><td></td></tr><tr><td>Battery</td><td>1</td><td></td><td></td><td>2</td><td></td><td></td></tr><tr><td>Solar Photovoltaics</td><td>4</td><td>1</td><td>1</td><td>8</td><td>3</td><td></td></tr><tr><td>Total</td><td>5</td><td>1</td><td>1</td><td>11</td><td>3</td><td></td></tr></tbody></table>		Highworth and Rural North	New Eastern Villages	Swindon Town Centre	Swindon Urban Area	Wroughton and Rural South	Total	Advanced Conversion Technology				1			Battery	1			2			Solar Photovoltaics	4	1	1	8	3		Total	5	1	1	11	3	
			Highworth and Rural North	New Eastern Villages	Swindon Town Centre	Swindon Urban Area	Wroughton and Rural South	Total																													
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		Table 4: Energy generation of planned renewable installations in IDP areas																																			
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The Clean Power 2030 Action plan is the UK governments plan to transition to 95% clean electricity by 2030. A central mechanism in this transition is National Energy System Operator’s (NESO) Connection Reform. The Connection Reform received approval by Ofgem in April 2025 and aims to shift the grid connection process from first-come first-served to one that prioritises projects that meet the strategic alignment of the Clean Energy Action Plan. This process aims to remove unviable and unaligned projects from the queue to release further capacity. As result of the Connection Reform, projects that have not yet commenced construction are now subject to review under the Connections Reform. This mean that the projects identified above could be subject to review under the NESO’s Connection Reform if they are still awaiting construction.																																					
Infrastructure required to Support Growth	Authority Wide	Renewable energy projects are developed for one of two reasons: generation export or demand reduction. Generation export projects are where the renewable energy project has been developed with intention of selling the electricity that is generated to the national transmission grid for profit. Demand reduction projects create renewable energy for personal																																			

Infrastructure Topic		Energy
Sub Topic		Renewables
		use in an effort to reduce their demand or reliance on the national transmission grid. - As a consequence, renewable energy project do not necessarily meet Swindon's infrastructure requirements since the energy generated feeds into the country's national energy requirements or it is kept for private use. However, renewable energy projects are important for achieving the Government Net Zero targets and can generate income for the development area. - Renewable energy projects that exceed 1 MW undergo a transmission impact assessment to understand the impact that the project would have on the national transmission network. The distribution network may have capacity or may require local upgrades which can be performed by the DNO, however if the transmission network does not have capacity for the energy generated by the project, this can lead to extended lead in times for the national transmission reinforcement works to be completed.
	<i>Swindon's Central Area</i>	N.a
	<i>Urban area</i>	N.a
	<i>Strategic allocations</i>	N.a
	<i>Highworth, Blunsdon + rural north</i>	N.a
	<i>Wroughton + rural SW</i>	N.a
	<i>Wanborough + rural SE</i>	N.a
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	N.a
Further commentary	Authority Wide	- Within SSEN's licence area within Southern England, which includes Swindon, there is currently 3.5 GW of generations and storage capacity. This is divided between 2.6 GW of solar PV, 281 MW of battery storage and 730 MW of fossil fuel. Going forward, SSEN are looking to secure their energy predominately from renewable energy, increasing its network resilience through battery storage and decreasing its dependency on fossil fuels. Current connection offers for the license area have created a pipeline generation and storage capacity of 23.6 GW which comprises of 7.2 GW solar PV, 15.9 GW battery storage, and 287 MW. - By 2050, SSEN plans to supply all energy through renewable energy projects with Solar PV being the predominant source. Large scale solar PV capacity will be concentrated around network infrastructure and away from protected areas. - Clean Power 2030, connections reform
Data / Document Sources		Renewable Energy Planning Database: January 2024 (quarter 4), Department for Energy Security and Net Zero (Ref 1)

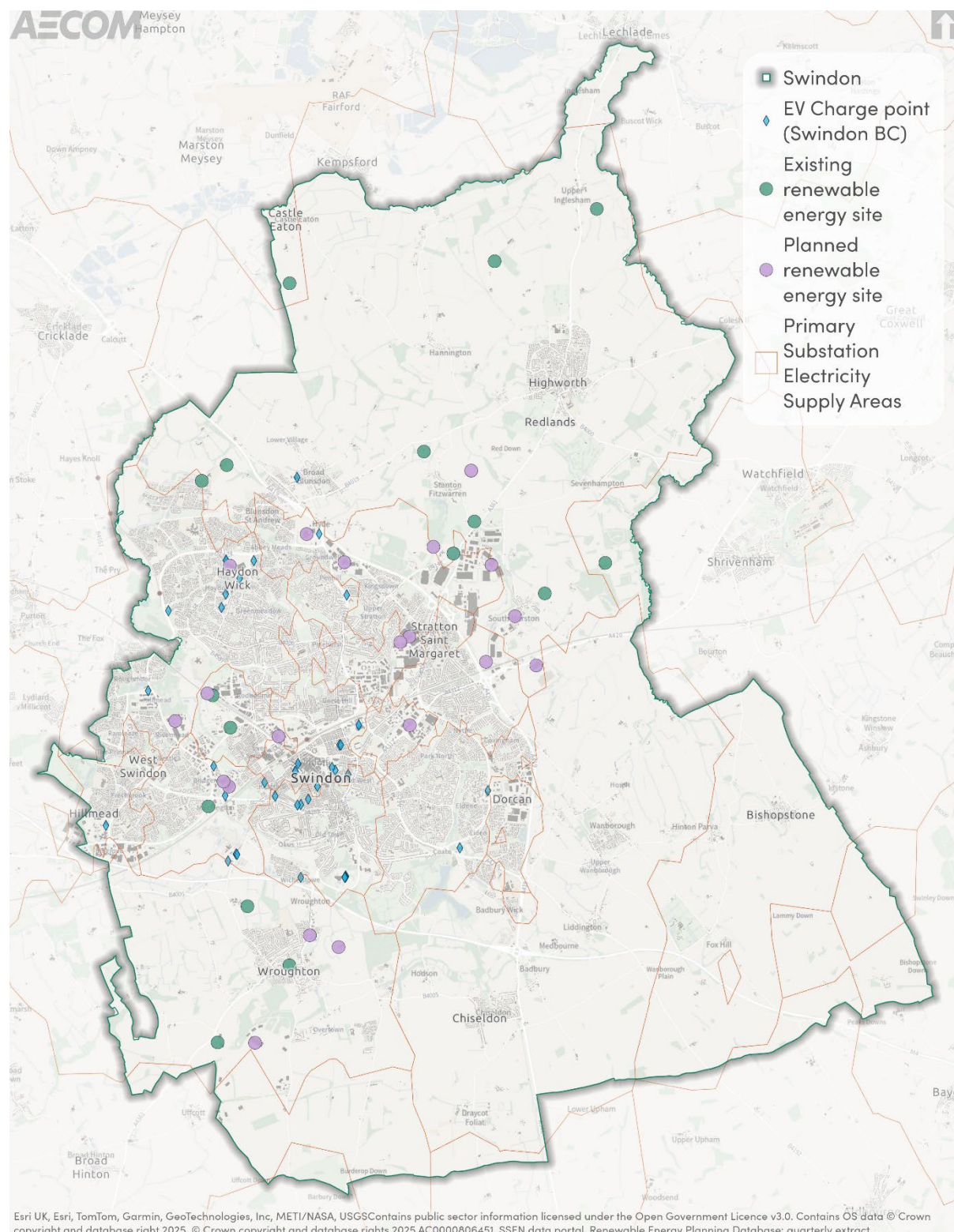


Figure 4-12: Energy infrastructure map

Digital Infrastructure

Digital Communications (mobile and broadband)

Infrastructure Topic		Utilities
Sub Topic		Digital Infrastructure
Infrastructure Delivery	Authority Wide	- Digital communications infrastructure in the study area is owned and maintained by various Mobile Network Operators (MNO) and regulated by the Office of Communications (Ofcom). Ofcom regulates the telecom sector, defining and enforcing the conditions by which all mobile and broadband companies must abide. - The Department for Digital, Culture, Media & Sport (DCMS) provides government policy on telecommunications and broadband as well as funding to support implementation of digital communications infrastructure. - At the local level, the existing Local Plan support the provision and expansion of digital communications infrastructure, including high speed broadband, as part of the integrated delivery of new residential and commercial premises. Swindon Borough Council supports the implementation of digital infrastructure through its corporate strategy and funding initiatives.
Current Provision	Authority Wide	- The latest Ofcom's Connected Nations dataset (July 2024) suggests the vast majority of existing premises (98%) within Swindon borough now have access to superfast broadband (with download speeds of at least 30Mbit/s) with 94% of premises able to access ultrafast broadband (speeds of at least 300Mbit/s), and full fibre broadband access at a lower level (89%) which are consistently above the national headline averages for broadband connectivity. - These figures do however mask the challenge of providing adequate broadband provision to the rural areas of the borough. According to July 2024 data, approximately 8% of rural premises are unable to receive decent broadband with at least 10Mbit/s speeds. - The latest Ofcom's Connected Nations dataset (September 2024) shows that a considerable proportion of premises in the study area (91%) have reliable indoor 4G services from all operators which is higher than the UK average. The entirety of the study area (100%) has reliable outdoor 4G services from all operators. In addition, reliable 4G services are available from 89% of A roads and Motorways within Swindon. - In the spring of 2017, the government released its 5G strategy for the UK. A key component to this strategy is to ensure there is reliable connectivity across the UK as well as ensuring that mobile coverage is extended to 95% of the UK, and ensuring that major road, rail and hotspots are 5G ready. The government will be working in conjunction with Ofcom and telecommunications industry to identify and address areas which have connectivity challenges. Data on emerging generations of mobile service such as 5G is limited and only recently released by Ofcom. This data suggests that only 25% of premises across Swindon have reliable outdoor 5G services from all operator, which is higher than the UK average. In the long term towards 2050, it is anticipated that the digital infrastructure will be developed at a fast pace and there could be further generations within this period after 5G.
Existing Issues / Opportunities	Authority Wide	- Engagement required to clarify the position in terms of investment in and roll out of Broadband infrastructure since the Superfast Swindon Programme in 2018. Limited information available on latest position. - In May 2015, following an open tender process the Superfast Broadband Extension Programme Contract was awarded to UKB Networks (UKBN) for a value of £1.9m, funded equally by the Council and BDUK. The outcome required from the Contract was to provide superfast broadband (above 25mbps) to over 19,500 homes that could not access superfast speeds. - In accordance with state-aid rules, Swindon Borough Council could not specify a particular technology solution and the one bid received from UKBN was for a 4G

Infrastructure Topic		Utilities
Sub Topic		Digital Infrastructure
		LTE wireless solution. A fibre solution was the preference of council cabinet but proceeded with 4G wireless solution. The roll out and coverage of this solution requires confirmation. • More recently CityFibre, an independent Full Fibre platform, has completed a primary-build of its Full Fibre network from Swindon, part of a £40m investment in Swindon to upgrade the digital infrastructure in the area and provide 900 Mbps full-fibre broadband services to residents in Swindon. The latest position and coverage of this full fibre investment requires confirmation.
<i>Swindon's Central Area</i>		• N.a
<i>Urban area</i>		• N.a
<i>Strategic allocations</i>		• N.a
<i>Highworth, Blunsdon + rural north</i>		• N.a
<i>Wroughton + rural SW</i>		• N.a
<i>Wanborough + rural SE</i>		• N.a
Existing Planned Projects	Authority Wide	• No specific infrastructure required to support new homes outside developer commitments and commercial investment/interests of Digital infrastructure providers. • Opportunities for the community-led fibre deployment projects, known as Community Fibre Partnerships.
Infrastructure required to Support Growth	Authority Wide	• The provision of appropriate and future-proofed digital infrastructure within new development is critical. However, it is not an infrastructure type where capacity within existing networks is typically affected by new development and is therefore unlikely to be a factor in determining the ability of individual settlements within the borough to accommodate new growth. • As further development takes place in the borough the capacity of the mobile phone networks will be impacted. However, SBC will have very little control over the service levels that future development will receive, as this is a government policy area – and generally well provided for by the market as a highly-competitive industry. • The key consideration for telecommunications provision in the context of the IDP is to ensure that new development is equipped and future-proofed to provide superfast broadband provision. This will be crucial for new areas of development, such as the Strategic Allocations, as there will not be any existing infrastructure in place. To achieve this, it is recommended that SBC include a policy in the new Local Plan to ensure that new development is provided with adequate infrastructure for digital communications, as retrofitting the required cabling once development is completed will incur higher costs and cause significant disruption.
<i>Swindon's Central Area</i>		• N.a
<i>Urban area</i>		• N.a
<i>Strategic allocations</i>		• N.a
<i>Highworth, Blunsdon + rural north</i>		• N.a
<i>Wroughton + rural SW</i>		• N.a
<i>Wanborough + rural SE</i>		• N.a
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• No Gaps identified

Infrastructure Topic		Utilities
Sub Topic		Digital Infrastructure
Further commentary	Authority Wide	No Further Commentary
Data / Document Sources		https://superfastswindon.com/about-the-project.shtml https://www.ofcom.org.uk/phones-and-broadband/coverage-and-speeds/infrastructure-research

5. Project List and Prioritisation Approach

5.1 This chapter sets out the approach taken towards the development of an IDP Schedule and the prioritisation of projects.

The IDP Project Schedule

5.2 A fundamental output of this IDP is the project schedule. The purpose of this schedule is to collate a comprehensive list of all identified infrastructure investment required to support the local plan housing and employment growth to 2043.

5.3 The IDP Schedule collates the following information for each of the infrastructure projects identified as required to support the local plan, for each infrastructure topic area:

- Infrastructure Type
- Project Name
- Project Description
- Project Status
- Project Scale
- Location / IDP Sub Area
- On Site or Off Site
- Related to Specific Development Sites
- Associated Homes + Jobs
- Relevant Delivery Parties
- Prioritisation Category
- IDP Phase
- Project Costs
- Project Funding (secured and/or anticipated)
- Funding Gap
- Project Source

5.4 The Project Schedule has been informed to this point by the following:

- Infrastructure topic specific baseline information review – As covered by chapter 4 each topic area has been reviewed and relevant policy documents, plans, service or estate strategies and any other relevant information have been reviewed and potential projects extracted.
- Previous, existing and emerging Swindon Borough Council Local Plan evidence base documents have been taken into account.
- Existing SBC Infrastructure planning related to strategic allocations such as New Eastern Villages, Wichelstowe and Kingsdowne has been integrated into the IDP and existing projects brought into the IDP Project Schedule.

- Stakeholder engagement – Two stages of engagement have been undertaken, the first involved the issuing of technical pro formas to request relevant data, documentation and service specific forecasts for future demand and related projects. The second stage involved a stakeholder workshop and technical discussion sessions across each of the key infrastructure topic areas to verify and sense check the draft IDP content and emerging IDP Project Schedule.

Project List Review

5.5 It will be necessary for some items contained within the draft project list to become updated at the Reg 19 stage of the local plan process and also further in future as part of the periodic review of the Infrastructure Delivery Plan by SBC and its partners. This may reflect a number of scenarios such as:

- Scale of growth confirmed at a different level to that tested in the Reg 18 IDP
- Multiple options for a solution can be refined down to a preferred option
- Review of co-location potential for compatible projects may reduce the physical number of projects needed and/or as well as potential costs
- Demand could be accommodated within existing facilities through utilisation of previously unavailable/unidentified capacity
- Project is capable of being delivered in an alternative manner that is considered more appropriate
- Projects were aspirational and aligned to enhanced placemaking activity and therefore not appropriate at the delivery stage.
- Projects should / could be delivered by the private sector / alternatives
- Projects already have funds committed or could be secured from previously unidentified sources

Reviewing Infrastructure against the Planning Regulations

5.6 An important review of the Project list is also to identify projects that comply with the legal requirements for planning obligations contained within planning regulations. These set out that obligations must be:

- Necessary to make the proposed development acceptable in planning terms
- Directly related to the proposed development
- Fairly and reasonably related in scale and kind to the proposed development

5.7 This review is necessary to identify those projects which a developer contribution could justifiably be expected or has already been collected as opposed to other projects which are not directly related to developments such as strategic motorway projects and therefore will require alternative funding sources.

Site Specific Development costs

5.8 Infrastructure assumed to be delivered as standard development costs expected of developers has not been included within the Infrastructure Schedule. These exclusions would include the following examples:

- On site highways (not including adoption)
- On site broadband and Wifi installation
- On site CCTV
- On site amenities such as electric charging points

Infrastructure Prioritisation

The Need to Prioritise Infrastructure

5.9 Prioritisation of the Infrastructure Project list as part of the Infrastructure Delivery Plan is an essential process for the following reasons:

- A clear approach to prioritisation will aid long term delivery. It is essential that all partners in the delivery of development and infrastructure have a clear understanding of investment priorities, thus establishing positive working relationships with other partners and ensuring development sites do not become unduly stifled or advanced ahead of anticipated timescales. Key sites will be unlocked through a joined up approach between public and private sectors.
- Prioritisation of infrastructure and timetabling the triggers for infrastructure delivery will provide valuable information for developer cash flow modelling and infrastructure provider investment programmes. It is known that certain projects will have a lag time of investment and require 'pump priming'. Prioritisation will influence future spending and banking of monies and help to mitigate and manage funding gaps.
- Prioritisation will enable the identification of strategic and local priorities. The former have the potential to unlock multiple smaller scale local priorities. A holistic approach is needed both for strategic projects as well as local ones. The relationships between projects are critical.
- Prioritisation of infrastructure will help to identify early viability constraints and help direct early actions.

The approach towards Infrastructure Prioritisation

5.10 Establishing a detailed understanding of infrastructure delivery is multi-faceted and requires consideration of a number of inter-dependent factors.

The Development Trajectory

5.11 Infrastructure delivery is intrinsically aligned to growth and the necessity to mitigate the impacts arising from development. It is imperative that the phasing of infrastructure represents current development agreements and anticipated trajectories moving forward. This Infrastructure Delivery Plan has been informed by a development trajectory developed by Swindon Borough Council to support the Local Plan. This is subject to change as the local plan progresses and the implications of any trajectory changes should be taken into account when recording the phasing of IDP projects.

Prioritisation of Infrastructure Projects

5.12 Following the identification of all required Infrastructure projects the IDP assigns each project a prioritisation category. This distinguishes those projects required to enable development and mitigating infrastructure compared to those that are important to deliver good place making principles, but would be appropriate to deliver at a later date. This process is intrinsically linked to the development trajectory and requires a consideration for the role infrastructure holds in unlocking development sites as well as mitigating the pressures arising from population growth. The priorities will also be directly relates to the aims and ambitions of the local plan.

5.13 The categories set out in **Table 5-1** support the prioritisation process.

Table 5-1: Infrastructure Prioritisation Categories

Prioritisation Category	Description of Prioritisation Category
Category A Unlocking Sites	<i>‘We can’t unlock / get development on site without it’</i> • must happen to enable growth • addresses ‘blockers’ or ‘showstoppers’ • most common in relation to strategic (often city-scale or sub regional) transport and utilities infrastructure • also includes Essential Services that are required to facilitate growth or be delivered in advance of residential / commercial development, i.e. connection to the potable water and wastewater network
Category B Mitigation from early occupation	<i>‘We can’t get residents living on site without this’</i> • required to mitigate impact arising from operation of development (i.e. from the point at which residents arrive) • unlikely to prevent development being built in short term • failure to invest could result in delays in development / occupation in medium term as capacity in facilities and networks is constrained • most common in relation to trip and population generated by the development • largely secondary infrastructure subsequent to Category A Infrastructure
Category C Longer term policy priority	<i>‘We can’t meet Local Plan priorities without this and the sites won’t be sustainable longer term’</i> • required to support wider strategic or site specific objectives set out in planning policy or subject to statutory duty (unless already included in essential / critical?) • typically not directly related to additional population (i.e. adding need per new person) • would not necessarily prevent development from occurring if not provided
Category D Making a better place to live	<i>‘The site won’t be a good place to live without this’</i> • required for sustainable growth • unlikely to prevent development in short to medium term • often aligned to placemaking objectives • does not require previous enabling

5.14 The Reg 18 IDP has assigned all of the infrastructure schedule projects into one of these four prioritisation categories. This assignment can be seen in **Table 5-2**. It is important to note that this assignment is effectively a first stage in the prioritisation process and is reasonable broad brush given the number of projects within the schedule.

5.15 There is however the opportunity as the IDP progresses into the Reg 19 stage of the local plan to revisit these assumptions and the application of these categories to individual projects. Where project specific circumstances justify the need to reassign the prioritisation category this can be undertaken.

Table 5-2: Application of Prioritisation Categories to Infrastructure Topics

	Category A Unlocking	Category B Mitigation	Category C Policy priority	Category D Better place
Transport	- Highways - Public Transport	- Active Modes - Parking	- Rail - Freight / distribution	
Education		- Early Years - Primary Schools - Secondary Schools - SEND Provision	- Further Education & Adult Learning - Higher Education	
Healthcare & Social Care		- Primary Healthcare - Pharmacies	- Acute Healthcare - Mental Health Services - Social Care - Public Health	
Community and Civic			- Indoor Leisure & Recreation - Cemeteries	- Community centres - Libraries - Arts and Heritage
Emergency Services		- Ambulance - Fire & Rescue - Police		
Green and Blue Infrastructure			- Outdoor Sports and Recreation - Strategic - Country Parks, Ecological Reserves etc	- Local Open Space - Allotments
Flood Risk and Water Management	- Water Supply - Wastewater Treatment	Flood Risk Management		
Utilities	Electricity Distribution	- Digital Communications (mobile & broadband) - Gas Distribution - Waste collection, disposal and planning	Renewables	

6. Infrastructure Delivery and Financing

- 6.1 This chapter of the IDP identifies the challenges which are associated with delivering infrastructure, in order to set out the context and drivers for implementation of the IDP. This includes consideration of changes to infrastructure delivery that could be expected in the future and the drivers for these changes.
- 6.2 This chapter then considers the need to review the costs and potential funding of infrastructure, effectively establishing how much the infrastructure required to support growth in Swindon will cost and how it will be funded and delivered. It will provide a critical step along the pathway towards implementation.

Infrastructure Delivery

Cost of infrastructure

- 6.3 There is growing demand for infrastructure. Infrastructure is typically expensive, and cost as well as complexity of both providing new infrastructure and maintaining existing infrastructure have increased in recent years due to:
- Inflationary pressures caused by recent worldwide events such as Covid-19 and disruptions to the global energy market;
 - A particularly sharp increase in the cost of materials resulting in higher costs to the construction industry;
 - Increased interest rates;
 - Political changes and instability; and
 - Complexities to trading with Europe and supply chain disruption due to Brexit.
- 6.4 There is the added issue that a proportion of the local infrastructure is reaching an age where it requires either significant repair, restructure, or reprovision, all at the same time. Infrastructure that was built at the same time, using similar materials and provision models, are becoming increasingly less fit to service contemporary needs.
- 6.5 The availability of funding from both the public and the private sector is influenced by the macro-economic situation. In the UK in recent years the economy has been stalling or even contracting, and public sector budgets have been squeezed by central government's programme of 'austerity' which has seen successive reductions in grants to local government and public services. Recent political changes may offer a new approach to delivering and funding certain infrastructure but will also offer challenges associated with upheaval and uncertainty.
- 6.6 Development can contribute towards infrastructure through developer contributions and direct provision, but in the current economic climate scheme viability is often challenging.

Market failure

- 6.7 Left to competitive markets, infrastructure would frequently not be provided. Infrastructure projects often face challenges in attracting sufficient private

investment and lend themselves to public financing or public-private partnerships due to various reasons, including:

- High upfront costs and long payback periods;
- Investment risks associated with construction of new projects (operating assets are more attractive);
- Scale effects (significant economies of scale tend to exist in facilities' construction and operation); and
- Information asymmetry.

6.8 Infrastructure can be seen as a 'public good' in many instances, and challenges to infrastructure provision are often considered an example of 'market failure'. This is because additional individuals receive benefits from the facilities at little or no individual cost and without reducing others' benefit, and it is difficult to exclude anyone from receiving those benefits. The full price cannot be charged because the facilities are seen as 'essential services' and for political or practical reasons, individuals cannot be excluded from enjoying the benefits of a facility's outputs.

Political and community issues

6.9 Delivering infrastructure often requires large areas of land which are subject to environmental constraints and fragmented land ownership. Britain's problems with inadequate infrastructure are frequently blamed on the planning system, which is often considered overly bureaucratic, expensive and time consuming.

6.10 Social, governance and economic changes can also present challenges in delivering infrastructure. These include demographic change such as population growth (and associated development pressures), aging population, decline in household sizes, and an increasingly diverse population. There are also geographical challenges that exist related to inter-generational and intra-generational inequalities and deprivation, with areas of higher deprivation experiencing more need for interventions related to improving physical and mental health.

6.11 Furthermore, political uncertainty, electoral terms, and frequent changes of legislation, policy and guidance relating to infrastructure planning, funding, and delivery can all present challenges to growth. Other related issues include organisational change at infrastructure provider / monitoring companies and agencies, and the aftermath of the pandemic.

6.12 Local communities are also often opposed to infrastructure proposals. Infrastructure projects usually have strategic-scale benefits but can generate adverse effects on local host communities which need to be mitigated. Certain types of infrastructure can particularly generate strong political and community opposition, such as low traffic neighbourhoods, or waste processing facilities, making planning and delivery more difficult.

6.13 For this reason, a long-term strategic vision with strong leadership, which can transcend political cycles and localised political issues and challenges, is important for the successful delivery of infrastructure.

6.14 Other political and community issues which challenge infrastructure delivery can include a lack of capacity in design and enforcement of policy tools; and

cross-boundary issues with statutory decision making, particularly considering the uncertainty surrounding the future of the Duty to Cooperate.

Complexity of infrastructure delivery

6.15 There are many infrastructure stakeholders and providers that are involved in funding and providing infrastructure, who have different responsibilities within the process. Close collaboration between local authorities and other bodies who commission, fund, and provide infrastructure is essential to ensure infrastructure planning and delivery is adequate to meet growing demand.

Technology and innovation

6.16 Cities and towns are rapidly changing and adapting to existing and future pressures. This change will have an inevitable impact on the type of infrastructure that is delivered and the way in which it is delivered. Technology and innovation can present solutions but also challenges for infrastructure delivery.

6.17 the following examples demonstrate changes to infrastructure delivery that could be expected in the future through new technology and innovation:

- Technology can reduce the need to build new infrastructure (by using smart technology to better manage the existing capacity of available assets);
- Technology can increase demand for additional capacity on existing infrastructure (for example increased demand for electricity due to the shift towards decarbonised energy and electric vehicles, and the rising demand for faster internet connections);
- Technology can create demand for a new infrastructure system or mode (for example high speed transport technology such as a hyper loop system, deployment of hydrogen fuels or carbon capture and storage, and creation of new waste streams); and
- Innovation can reduce demand on existing infrastructure systems or modes (for example the impact of the modern car on the railway network in England in the 20th Century).

Environment

6.18 Challenges from an environmental perspective include the climate emergency and national, international, and local commitments to meeting the climate challenge, including on mitigation (to being carbon neutral as a council by 2030 and to support the wider Swindon community in reaching net-zero by 2050). Furthermore, there is also the need for adaptation (to increasing frequency and severity of flooding and extreme weather events) relating to all types of infrastructure.

6.19 Other environmental challenges include the quality and design of local built environment and infrastructure, urbanisation, and pollution (air, water, soil, etc.).

6.20 Analysis of the financing implications of infrastructure is a critical element of the Infrastructure Delivery Plan.

Governance Arrangements

- 6.21 The effective delivery of the local plan housing and employment growth and its required infrastructure will require a joined up partnership approach between Swindon Borough Council and wider public and private sector organisations. The council has an opportunity to lead this process on the back of the Infrastructure Delivery Plan and the momentum already started through partnership engagement and workshops.
- 6.22 Swindon Borough Council could potentially create an 'Infrastructure Partnership', utilising the existing relationships between the council and key infrastructure partners but also the recent workshop and meetings held to produce this IDP. Historically these type of arrangements would have existed through infrastructure sub groups of Local Strategic Partnerships.
- 6.23 There may be opportunities to join with neighbouring local authorities to create joint infrastructure partnerships as the majority of infrastructure partners will be the same for a number of local planning authorities and will help to avoid the duplication of effort and meeting attendance which will be favourable to organisations with limited resource and budget.
- 6.24 These partnership meetings could potentially be held bi-annually and include but not be limited to the following activities:
- Local authority planning team update to partners on local plan progress and strategic sites
 - Updates to the IDP Project schedule with partners including the refining of details, timings, costs and funding positions as part of the live document process
 - Prioritisation review - rolling review of outstanding projects and funding situation against cost estimates
 - Consideration of specific strategic sites which require joined up decision making on particular issues.
 - Consideration of upcoming funding bid opportunities and joint working to submit business plans.

Infrastructure Financing

Infrastructure Costs

- 6.25 The IDP Reg 18 research and draft project schedule has sought where possible to record any identified costs for existing projects. At this stage in the IDP this information is very limited and in many cases project costs are high level estimates or estimates produced at an earlier date.
- 6.26 Given the uncomprehensive nature of the cost information held within the IDP project schedule it is not felt valuable to present a summary of the current aggregated costs.
- 6.27 It is anticipated that the detailed assessment of infrastructure costs will be advanced further at Reg 19 stage through further scoping of projects, specific cost research related engagement with stakeholders and the application of up-to-date industry standard benchmarks for costing theoretical future infrastructure requirements.

Infrastructure Funding

- 6.28 As set out under infrastructure costs section the IDP Reg 18 research and draft project schedule has sought where possible to record any identified funding for existing projects. At this stage in the IDP this information is limited and is anticipated to be advanced further at Reg 19 stage.
- 6.29 The focus at this Reg 18 stage is for the IDP to identify the various sources of potential funding for Swindon's infrastructure, including mainstream sources, developer contributions and alternative sources.

Funding sources by infrastructure type

- 6.30 **Table 6.1** summarises the main infrastructure funding sources which have been identified in Swindon, by infrastructure type.
- 6.31 Most infrastructure receives all or a major part of their funding from national government, whether that comes through SBC or via a central government agency. Funding also comes from the charitable sector and the private sector, in the form of private equity and financial or in-kind contributions from developers.

Table 6-1: Main Infrastructure Funding Sources in Swindon

Infrastructure Type	Funding Sources
<i>Transport</i>	
Highways	National Highways, central government (DfT), SBC, developer contributions
Public Transport	Central government, SBC, Network Rail, Great Western Railway
Active Travel	SBC, Active Travel England/Active Travel Fund, developers
<i>Education</i>	
Early Years	SBC, developers
Primary School	SBC, central government (DfE), developers
Secondary School	SBC, central government (DfE), developers
Further Education	Education and Skills Funding Agency, developers (land / financial contributions), central government, local authority grants
Higher Education	Central government (DfE)
SEND	SBC
<i>Health and Social Care</i>	
Acute and Mental Healthcare	Central government (NHS / DoH programmes, including those drawing on private equity), charitable funds, Great Western Hospital NHS Foundation Trust
Adult Social Care	SBC, developers
Primary Healthcare and Public Health	Bath and North East Somerset, Swindon and Wiltshire ICB, developers
Social Care and Support for Children, Young People and Families	SBC
<i>Community Facilities</i>	
Allotments	SBC, developers
Cemeteries	SBC, developers
Community Centres	SBC, developers
Culture	SBC, National Lottery Heritage Fund, developers
Indoor Leisure and Recreation	SBC, developers
Libraries	SBC, developers
<i>Green and Blue Infrastructure</i>	
Active and Healthy Places	SBC, developers
<i>Emergency Services</i>	

Infrastructure Type	Funding Sources
Ambulance	Central Government (Department of Health and Social Care, NHS England)
Fire and Rescue Service	Dorset and Wiltshire Fire Service
Police	Central government, local tax, Wiltshire Police
<i>Energy</i>	
Electricity	SBC, SSEN, private utilities, developers
Renewables	Central government (BEIS), SBC, private companies
<i>Flood Risk and Water Management</i>	
Flood Risk Management	Central government, Environment Agency, SBC, LLFA, developers
Wastewater Treatment	Thames Water, developers
Water Supply	Thames Water
<i>Digital Infrastructure</i>	
Digital Infrastructure	Commercial operators, central (DCMS) and local government, BT Openreach, SBC
<i>Waste Management</i>	
Waste Management	SBC, developers

Funding from developers

- 6.32 The town planning process provides the means for developers to contribute to the cost of infrastructure necessary to support new development. This can be in various forms including planning conditions (which bind developers to provide infrastructure on-site 'in-kind'), S106 agreements between local authorities and developers, unilateral agreements provided by developers or landowners, Section 278 agreements which cover contributions to highways, and CIL for those authorities who have one in place.
- 6.33 SBC as the Local Planning Authority has the statutory responsibility for entering into legal agreements with developers, monitoring the progress of development, relevant triggers in the agreement, compliance with specific obligations, receiving and holding financial contributions, and ensuring that money received is spent in accordance with the legal agreement, providing public accountability over this.

Community Infrastructure Levy

- 6.34 Swindon Borough Council operates a Community Infrastructure Levy (CIL). The CIL charging schedule was adopted on April 6, 2015, and applies to planning applications determined on or after that date. This levy is a charge on most new developments to help fund infrastructure projects that support the area's growth

Planning Reform

- 6.35 The Levelling-up and Regeneration Act 2023, which received Royal assent in 2023, included provisions for a new national Infrastructure Levy to replace CIL

and reform the current developer contribution system so it is simpler and more consistent.

- 6.36 The current UK government has indicated it will not however take forward the Infrastructure Levy and has instead committed to improving the existing developer contribution system. The government will focus on refining and enhancing the CIL and section 106 agreements to ensure developers provide adequate funding and support for local infrastructure and affordable housing. Efforts will focus on ensuring that developers make fair and significant financial contributions to local infrastructure, including schools, healthcare facilities, and green spaces, as well as affordable housing. The government also aims to grant local authorities greater powers to determine how these developer contributions are used to support local community needs.

Other income options

- 6.37 In addition to mainstream funding sources and developer contributions as described above, other funding sources potentially available to fund infrastructure in Swindon are set out below.

- One-off Public Sector Grants. Recent examples of one-off capital grants available via a competitive bid process include the Levelling Up Fund (MHCLG), Safer Streets Fund and Innovate UK Launchpad Programme.
- **Table 6-2** describes public sector grants potentially available to fund infrastructure.
- New Homes Bonus (NHB). The New Homes Bonus has been a grant paid by central government to local councils to reflect and incentivise housing growth in their areas. It was based on central government match funding the council tax raised for new homes and properties brought back into use, with an additional amount for affordable homes, for the following four years. Recent government consultation is exploring alternative means to distribute funding and the future of the NHB is therefore not certain.
- UK Shared Prosperity Fund (UKSPF). While a member of the EU, the UK received around £2bn in structural funding, and could also access the European Investment Bank⁴. Arrangements for national successor funding were confirmed in April 2022 when the Government launched the UKSPF⁵. This is a £2.6bn fund for local investment with all areas of the UK receiving an allocation via a funding formula rather than a competition. The fund is centred around three key themes: Community and Place, Supporting Local Businesses and People and Skills.
- Business rates retention. Since reforms in 2013/14, local authorities have kept 50% of the business rates revenues raised locally (the grant received from central government has been adjusted to compensate those who generate less locally-raised revenue). There may be scope for SBC to agree with central government to retain a greater proportion of business rates in order to raise funding for infrastructure.
- Stamp duty land tax (SDLT) supplement. SDLT must be paid if a person buys a property or land over a certain price in England. This includes when a person buys a freehold property, buys a new or existing leasehold or buys

⁴ House of Commons Library, (2021); The UK Shared Prosperity Fund.

⁵ House of Commons Library, (2021); The UK Shared Prosperity Fund.

a property through a shared ownership scheme. An SDLT supplement of 3% applies where a buyer purchases a second property for £40,000 or more, such as a buy-to-let property or a holiday home. SDLT goes to HM Revenue and Customs i.e. central government, but a supplement could be charged and passed to a local authority to fund local infrastructure.

- **Council tax levy.** Council tax is a compulsory charge on properties in England. It is set by local authorities to raise money for providing services and infrastructure. Typically, anyone who is over 18 and owns or rents a home has to pay council tax. Council tax helps to fund numerous services such as rubbish collection, street lighting, libraries, police and fire services, community centres and recreation facilities. Council tax bills also include additional charges called levies which pay for other services. One levy goes towards the cost of care homes and other adult social care services. Another is set by local police and fire authorities to help fund their services. Some cities with mayors, such as London and Manchester, can also add a separate levy that covers funding various services.
- **Parking revenue.** In 2022-23, local authorities in England generated £962m in parking charges⁶. Income from parking charges is generally spent on running parking services and any surplus is spent on essential transport projects such as road repairs, reducing congestion, tackling poor air quality and supporting local bus services.
- **Public Works Loan Board (PWLB).** Councils can obtain loans at low rates from the PWLB under prudential principles. However, the availability of revenue funding to repay the loan and the political appetite for borrowing are factors affecting the attractiveness of this option.
- **Clean air zone.** Clean air zones and low emission zones are specified areas in the UK where vehicles are required to meet minimum emission standards. Driving a vehicle that exceeds the minimum emission criteria can incur a charge payable to the local authority. Examples include the Ultra Low Emission Zone (ULEZ) in London which has been in place since 2019. Revenue from ULEZ helps Transport for London to fund expansion and maintenance of the rest of the transport network.
- **Third-party equity investment,** where there are potential commercial returns for funders. This includes institutional investors / sovereign wealth funds and pension funds who are attracted to the UK infrastructure market as a place to invest.
- **Direct delivery.** SBC could purchase land with development proposal, progress design and planning in order to increase land value, and then raise funding from its disposal (this could be in the form of land receipts and / or a share of development profit or overage).

⁶ Local Gov (2023). Council's parking revenue approaches £1bn. Available at: <https://www.localgov.co.uk/Councils-parking-revenue-approaches-1bn/58148>

Table 6-2 Examples of Public Sector Grants

Public Sector Grant Type	Description
Levelling Up Fund	The Levelling Up Fund is £4.8 billion which will be used to invest in infrastructure across the UK, including regenerating town centres and high streets, upgrading local transport, and investing in cultural and heritage assets. The first two rounds of funding delivered £3.8 billion on a competitive basis. Round three of the Fund saw funding awarded to high-quality but unsuccessful bids that were submitted in round two.
Safer Streets Fund	Launched in 2020, the Home Office Safer Streets Fund has delivered £167 million through five rounds to go towards 413 projects. The funding supports measures proven to prevent neighbourhood crime.
Innovate UK Launchpad Programme	Innovate UK's Launchpad programme is aimed at supporting clusters of small and medium sized enterprises (SMEs) and the most innovative businesses to progress their ideas toward commercialisation, contributing to local economic growth. Innovate UK releases a range of funding for SMEs throughout the year and within different fields. There is specific funding available for digital and green infrastructure.
Active Travel Fund	The Active Travel Fund (ATF) is funding allocated to local transport authorities to support developing and constructing walking and cycling facilities. Funding has been released in four tranches. In 2023/24 an extension to tranche funding 4 was released. Buckinghamshire Unitary Authority received £477,199 from ATF 4, and £1,429,356 in the ATF 4 extension.
Brownfield, Infrastructure and Land Fund	The Brownfield, Infrastructure and Land Fund is for public and private sectors to unlock strategic housing sites where brownfield, infrastructure, or land project face delivery and or viability challenges. The £1 billion fund supports projects that meet the strategic aims of the fund and will contract by 31 March 2026.
Green Heat Network Fund	The Green Heat Network Fund delivers support from £1 to £1 million for the commercialisation and construction of new low and zero carbon heat networks and the retrofitting and expansion of existing heat networks. The fund started in 2022, and the total amount available is £288 million which will be paid out over three years in quarterly funding rounds. The deadline for applications for this fund is 29th November 2024.
The Community Ownership Fund	The Community Ownership Fund (COF), is a £150 million fund to support taking ownership of assets which are at risk of being lost to the community. In March 2024, the final

Public Sector Grant Type Description

	round of the COF was announced. Voluntary and community organisations or parish, town and community councils can apply by submitting an expression of interest form. Individuals can apply for a mix of capital and revenue funding: • Capital funding – up to £2 million for all asset types, but it is expected that most awards will be closer to the £250,000 range; • Revenue funding – cannot be more than 20% of capital funding or £50,000, whichever is smaller.
England Woodland Creation Offer	The England Woodland Creation Offer (EWCO) supports the establishment of new woodlands and is administered by the Forestry Commission (FC). It is funded by the Exchequer through the Nature for Climate Fund, to support projects that will help the UK achieve Net Zero by 2050, as well as helping nature recovery and delivering other objectives in the 25 Year Environment Plan. Public bodies can apply to the EWCO for support to create new woodland, including through natural colonisation, on areas as small as one hectare. Up to £10,200 is available per hectare and the total size of the grant scheme is £115 million.

7. Next Steps

- 7.1 As has been stated throughout this report and was made clear through the stakeholder workshop and meetings, the IDP is not a one-off deliverable but instead a living document that will be regularly reviewed and updated in line with progress on the local plan, strategic development sites and the emergence of new important information relating to infrastructure delivery.
- 7.2 The ability of this Reg 18 IDP to review, analyse and engage with all service provision and providers was, whilst largely successful, not 100% comprehensive. Where the project was not able to engage with a stakeholder these will need to be picked up as a focus area of engagement as part of the Reg 19 local plan preparation.
- 7.3 Likewise, given the scale and breadth of project partners there is an inevitable challenge in aligning forecasts, planning strategies and business plans and therefore some partners have been able to engage to a greater extent than others. For some partners the IDP represents a source of information to feed into their service planning process and to other partners the IDP represents a document into which they wish to feed their service planning decisions.
- 7.4 As a result of this misalignment there are unsurprisingly a number of infrastructure topics which are unable to clearly define the tangible projects required to support growth to 2043. The theoretical infrastructure requirements that have been included in this IDP therefore represent another area of the living document that will need to be converted into real projects as these are worked up in more detail.
- 7.5 The infrastructure project schedule includes limited information on project costs at this stage. In some cases the estimated capital costs are also based on historic points in time. As the Local Plan is taken forward the costs included in this IDP will need to be periodically revised to account for inflation and any significant changes to the infrastructure requirement or design.
- 7.6 A foundation of the IDP and the Project schedule is the local plan housing trajectory which guides the scale and timing of infrastructure requirements. It is likely that the actual delivery of development will not match the current estimated trajectory and as such the timings associated with infrastructure projects will need to be reviewed in light of any adjustments to the housing trajectory.

Appendix A Stakeholder Engagement List

Category	Sub-Category	Organisation	Role
Transport	Active Modes	Swindon Active Travel Team	Parking Representation Officer
Transport	Freight	Network Rail	Network Rail Freight Team is leading on Keypoint at Swindon
Transport	Freight	Network Rail	Regional Freight Manger
Transport	General	England's Economic Heartland	Project Lead
Transport	General	Oxfordshire County Council	National and Regional Team Leader
Transport	General	DfT	Area Lead for South West, Regional Partnerships and Delivery, Public Transport and Local Group, Department for Transport
Transport	General	West of England Combined Authority	Technical Lead
Transport	Public Transport	Swindon Borough Council	Service Specialist – Public Transport Strategy
Transport	Public Transport	Go South Coast (Bus)	General Manager and Head of Strategic Development of Go South Coast Group
Transport	Public Transport	Stagecoach Bus Operator	Commercial Manager
Transport	Public Transport	Swindon Transport Team (Bus)	Travel Plan Officer - Transport Development and Streetworks
Transport	Rail	SLC Rail	Strategy Director
Transport	Rail	SLC Rail	ex-DfT Rail architect of TransWilts Line and promoter within civil service of Swindon's wider rail value for economic uplift
Transport	Rail	Great Western Railway	Head of Regional and Welsh Development GWR
Transport	Rail	Great Western Railway	Regional Development Manager East GWR
Transport	Rail	Great Western Railway	Commercial Development Director GWR (Interim)
Transport	Rail	Network Rail	Rail Infrastructure Managers
Transport	Rail	Network Rail	Western Route Director Network Rail
Transport	Rail	Network Rail	Strategic Planning Leader at Network Rail
Transport	Rail	Oxford Country Council Rail Department	Rail Development Lead Transport Policy and Strategy Team Economy and Place Oxfordshire County Council
Transport	Rail	Oxfordshire County Council Planning Department	Principal Strategic Planner
Transport	Rail	Oxfordshire County Council Planning Department	Transport Planning Technical Lead

Category	Sub-Category	Organisation	Role
Transport	Rail	Number 11 Consultants	Chair TransWiltshire (ex SWLEP)
Transport	Roads	Swindon Transport Team (Transport Planning and Traffic Management Team)	Service Manager - Transport Policy and Traffic Management
Transport	Roads	Swindon Borough Council	Transport Planner - Transport Policy and Traffic Management
Transport	Roads	National Highways	Spatial Planning Manager
Transport	Roads	Swindon Transport Team (Transport Planning and Traffic Management Team)	South West Operations Assistant Spatial Planner
Education	Early Years	Early Years and Childcare	Early Years and Childcare - Service Manager
Education	Early Years / Primary Schools / Secondary Schools	Swindon Education Teams	SEND Capital and Place Planning Officer Children's Services - Admission Manager
Education	Early Years / Primary Schools / Secondary Schools	Swindon Education Teams	Children's Services - Head of Skills & Education Partnerships
Education	Early Years / Primary Schools / Secondary Schools	Swindon Education Teams	School Place Planning Officer, Inclusion and Achievement
Education	Further Education / Third Level Education	Swindon Borough Council	Education Commissioner
Education	Further Education / Third Level Education	Wilkes Academy	Vice Principal
Education	Further Education / Third Level Education	Green Labyrinth	Operations Director
Education	Further Education / Third Level Education	Bath University	Director of the Centre for Sustainable Chemical Technologies
Education	Further Education / Third Level Education	New College Swindon	Vice Principal - Commercial, Skills and Partnerships
Education	Further Education / Third Level Education	New College Swindon	Assistant Principal
Education	Further Education / Third Level Education	New College Swindon	Principal and CEO
Education	Further Education / Third Level Education	Royal Agricultural University	Associate Professor
Education	Further Education / Third Level Education	Oxford Brookes University	UK Recruitment & Admissions Director
Health and Social Care	Acute and Mental Healthcare	Great Western Hospital NHS Foundation Trust Swindon Adult Community Services	Health, safety and emergency services Chief Officer, Improvement & Partnerships, GWH
Health and Social Care	Pharmacies	Swindon Borough Council	Public Health specialists, Swindon Borough Council (authors of the latest Pharma Needs review)

Category	Sub-Category	Organisation	Role
Health and Social Care	Pharmacies	Community Pharmacy Avon & Wiltshire	CEO
Health and Social Care	Pharmacies	Community Pharmacy Avon & Wiltshire	Governance & Development Manager
Health and Social Care	Primary Healthcare and Public Health	Swindon Borough Council	Public Health Specialist
Health and Social Care	Primary Healthcare and Public Health	Swindon Borough Council	Mat leave cover - Public Health specialists, Swindon Borough Council
Health and Social Care	Primary Healthcare and Public Health	Swindon Borough Council	Built Environment lead in Public Health.
Health and Social Care	Primary Healthcare and Public Health	Bath and North East Somerset, Swindon and Wiltshire ICB	Assistance Director of Primary Care - Swindon Locality
Health and Social Care	Primary Healthcare and Public Health	Bath and North East Somerset, Swindon and Wiltshire ICB	Head of Combined Place
Health and Social Care	Primary Healthcare and Public Health	Bath and North East Somerset, Swindon and Wiltshire ICB	Assistant Director of Estates
Health and Social Care	Primary Healthcare and Public Health	Bath and North East Somerset, Swindon and Wiltshire ICB	Interim Director of Place
Emergency Services	Emergency Services	South West Ambulance Service NHS	Health, safety and emergency services
Emergency Services	Emergency Services	Dorset and Wiltshire Fire Service	Health, safety and emergency services
Emergency Services	Emergency Services	Wiltshire Police	Designing Out Crime Officer
Emergency Services	Emergency Services	Wiltshire Police	Director of Operations
Community & Civic Facilities	Bereavement	Swindon Borough Council	Service Manager - Registration and Bereavement Service
Community & Civic Facilities	Libraries	Swindon Borough Council	Library Development & Innovation Manager
Sports and Recreation	Indoor Sports and Recreation	GLL / Better (Leisure centre operator)	Indoor Sports and Recreation
Green Infrastructure	Natural Environment	Wiltshire Council	Wiltshire and Swindon Local Nature Recovery Strategy
Green Infrastructure	Natural Environment	Swindon Borough Council	Green Infrastructure Programme Manager Great Western Community Forest Trees for Climate Programme Lead
Green Infrastructure	Natural Environment	Swindon BC Natural Environment Team	Operations Manager - Waste, Recycling and Environment
Green Infrastructure	Natural Environment	Natural England	Sustainable Development Higher Officer – Wiltshire & Swindon
Green Infrastructure	Natural Environment	Natural England	Conservation and Planning Lead Advisor
Flood Risk and Water Management	Flood Risk Management	Swindon Borough Council	Senior Flood and Drainage Engineer
Flood Risk and Water Management	Water and Wastewater	Thames Water	Head of Programme Delivery - Thames Valley - Water Programmes & Wastewater Infrastructure
Flood Risk and Water Management	Water and Wastewater	Thames Water	Operational Planning Services Manager

Category	Sub-Category	Organisation	Role
Flood Risk and Water Management	Water and Wastewater	Environment Agency	Senior Water Quality Planner for the Thames area, Environment Agency
Waste Management	Waste collection, disposal and planning	Swindon Borough Council	Operations Manager - Waste, Recycling and Environment
Energy	Electricity Distribution	Swindon Borough Council	Strategic Lead for Sustainability & Climate Change
Energy	Electricity Distribution	SSE	Relationship Manager
Energy	Electricity Distribution	SSE	Power System Engineer
Energy	Electricity Distribution	SSE	Senior Project Manager
Energy	Electricity Distribution	SSE	Stakeholder Engagement Lead
Energy	Electricity Distribution	SSE	Relationship Manager
Energy	Electricity Distribution	SSE	Relationship Manager
Energy	Electricity Distribution	SSE	Business Analyst
Energy	Electricity Distribution and Renewables	SSE	Net Zero Engagement Specialist, DSO Whole System Team
Energy	Energy Transmission	National Grid	Energy Transmission
Energy	Gas Distribution	Wales and West Utilities	Gas Distribution
Digital Infrastructure	Digital Communications	BT Openreach	Account Manager
Digital Infrastructure	Digital Communications	City Fibre	Area Manager for Swindon
Digital Infrastructure	Digital Communications	Virgin Media	Area Manager London, South East And Anglia at Virgin Media

Appendix B Key Assessment Assumptions (i.e. planning benchmarks)

Topic	Description	Metric	Source
Education			
Early Years	early year demand per Dwelling	0.060	Swindon Borough Council Education Planning Benchmark
Primary Schools	Primary Pupil Demand per Dwelling	0.320	Swindon Borough Council Education Planning Benchmark
	School Pupils in 1 Form Entry	210	DFE
Secondary Schools	Secondary Pupil Demand per Dwelling	0.170	Swindon Borough Council Education Planning Benchmark
	School Pupils in 1 Form Entry	150	DFE
SEND	Special School Pupils Demand per Dwelling	0.011	Swindon Borough Council Education Planning Benchmark
Post 16	Proportion of 16-17 year olds in School sixth forms	58.0%	Milton Keynes Infrastructure Strategy and Study (MKISS) 2025
	Proportion of 16-17 year olds in FE (non-sixth forms)	42.0%	Milton Keynes Infrastructure Strategy and Study (MKISS) 2025
Adult Learning	Proportion of population in Adult Learning	0.005	Essex County Council - Developers' Guide to Infrastructure Contributions
	Adult Learning Space Per FTE Student	2.330	Essex County Council - Developers' Guide to Infrastructure Contributions

Topic	Description	Metric	Source
Community and Civic			
Community	Flexible multi purpose space per 1,000 person (sq.m)	61.1	Planning Benchmark from comparable infrastructure planning strategies
Libraries	Flexible library space per 1,000 person (sq.m)	30	Arts Council (Previously Museums, Libraries and Archives Council (MLA))
Art & Cultural	Flexible art and culture space per 1,000 person (sq.m)	45	Arts Council (Previously Museums, Libraries and Archives Council (MLA))
Youth Services	Clients per Dwelling	0.050	Essex County Council - Developers' Guide to Infrastructure Contributions 2016 Edition
	Clients per Youth Facility	60	Essex County Council - Developers' Guide to Infrastructure Contributions 2016 Edition
Emergency Services	people per Police Station	145,000	Planning Benchmark from comparable infrastructure planning strategies
	People per Fire Station	72,500	Planning Benchmark from comparable infrastructure planning strategies
	people per Ambulance Station	97,000	Planning Benchmark from comparable infrastructure planning strategies

Topic	Description	Metric	Source
Healthcare			
Primary Healthcare	People per sq.m of primary healthcare space	12	NHS Property Services Advice to Swindon Council 2024 (assuming 1750 patients per GP and 150 sq.m of space per GP)
	People per Community Pharmacy	5,000	Milton Keynes Infrastructure Strategy and Study (MKISS) 2025
	People per Dentist - England Average	2,520	Existing ratio of Dentists to population - NHS data for England 2024
	Sq.m per Dentist	50	AECOM Infrastructure Planning benchmark data
Acute Healthcare	People per Hospital Bed	544	Existing ratio of Beds to population across England 2023 (based on NHS England Data 2024)
	Sq.m per Acute Bed	160	AECOM Infrastructure Planning benchmark data
	People per Mental HealthCare Bed	3,276	Existing ratio of Beds to population across England 2023 (based on NHS England Data 2024)
	Sq.m per Bed	85	AECOM Infrastructure Planning benchmark data
	Population generating 1 sq.m of community & mental health service space	21	MKISS comparable research - CNWL NHS Foundation Trust / BMLK 2024 Guidance
Social Care	Nursing Home places per 1000 persons over 75	45	The Housing Learning and Improvement Network (LIN) SHOP TOOL
	Residential Care places per 1000 persons over 75	65	The Housing Learning and Improvement Network (LIN) SHOP TOOL
	Extra Care places per 1000 persons over 75	25	The Housing Learning and Improvement Network (LIN) SHOP TOOL
	Typical Nursing Care Unit Bed Number per facility	72	Kent and Medway Social Care Research - Estuary View Medical Centre Plans for Expansion
	Typical Residential Care Unit Bed Number per facility	72	Kent and Medway Social Care Research - Estuary View Medical Centre Plans for Expansion
	Typical Extra Care Unit Bed Number per facility	77	AECOM Cost Consultants Extra Care Facility Planning Guidelines 2015
	People per Adult social care centre	71,500	Milton Keynes Infrastructure Strategy and Study (MKISS) 2025
	People per Children and family centre	16,500	Milton Keynes Infrastructure Strategy and Study (MKISS) 2025
	Residential accom beds for children with disabilities	1,800	Milton Keynes Infrastructure Strategy and Study (MKISS) 2025

Topic	Description	Metric	Source
Indoor Sports			
Indoor Sports	People per Sq.m of pool Water	89	Sport England - Active Places - Average Data 2023 (assuming 53.6 sq.m per lane)
	People per Pool Lane	4,703	Sport England - Active Places - Average Data 2023
	People per 4 Lane Pool	18,811	Sport England - Active Places - Average Data 2023
	People per Sq.m of Sports hall	79	Sport England - Active Places - Average Data 2023 (assuming 172.5 sq.m per 4 court hall)
	people per Sports hall court	3,421	Sport England - Active Places - Average Data 2023
	people per 4 Court Sports Hall	13,683	Sport England - Active Places - Average Data 2023
	People per Indoor Bowls Rink	80,184	Sport England - Active Places - Average Data 2023
	People per Indoor Bowls Centre	478,433	Sport England - Active Places - Average Data 2023
	People per Artificial 3G Pitch	32,436	Sport England - Active Places - Average Data 2023

Topic	Description	Metric	Source
Open Space and Outdoor Sports			
Outdoor Sports	Playing pitches requirement per 1,000 population (ha)	1.200	Swindon Borough Local Plan 2026 (March 2015) Policy EN3 & Appendix 3)
	Other Outdoor Sports requirement per 1,000 population (ha)	0.400	Swindon Borough Local Plan 2026 (March 2015) Policy EN3 & Appendix 3)
Open Space	General Recreational Areas requirement per 1,000 population (ha)	1.000	Swindon Borough Local Plan 2026 (March 2015) Policy EN3 & Appendix 3)
Allotments	Allotments requirement per 1,000 population (ha)	0.300	Swindon Borough Local Plan 2026 (March 2015) Policy EN3 & Appendix 3)
Playspace	Children's & Teenage Play requirement per 1,000 population (ha)	0.300	Swindon Borough Local Plan 2026 (March 2015) Policy EN3 & Appendix 3)

Appendix C Infrastructure Project Schedule

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 / Holbrook 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

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	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

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	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	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 Hospitals NHS Foundation Trust - Developments	
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 Hospitals NHS Foundation Trust - Developments	
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 Quarter Investment sourced finance, Council 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	Assesed 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	\$106		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	\$106			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	\$106		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	\$106		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	\$106		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	\$106		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	\$106		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	\$106		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	\$106		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	\$106		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	\$106		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	\$106		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 accomodate 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	\$106		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 accomodate 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	\$106		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: — 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	Health 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: •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 Cheny 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	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 Treatmentnet 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 Treatmentnet 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 Treatmentnet 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 Treatmentnet 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	

