

Transport Assessment

Swindon Local Plan 2043

a100101

Swindon Borough Council

October 2026

Document prepared by AEGM LTD t/a arcitrans. Registered in England number: 15735359

DOCUMENT CONTROL

Swindon Borough Council

Project Number: a100101

File Location: teamarcitrn/Shared Documents/1_projects/Live Projects/a100101 - SBC Local Plan/04 - issued/26 10 08 Revised draft TA/a100101 26 10 07 LP Transport Assessment-issue.docx

Version: 1

September 2026

Status: Draft

Description: Initial draft for SBC review

Version: 2

Date: October 2026

Status: Draft

Description: Revised draft following comments from SBC for Reg 19 Consultation

Version:

Date:

Status:

Description:

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1.0 GLOSSARY

- 1.1 This section lists the abbreviations used throughout this report. Each term is defined in full on first use, with the abbreviation shown in brackets, and the abbreviation is used thereafter.

Table 1.1 - Glossary of Abbreviations

Abbreviation	Term
AADT	Annual Average Daily Traffic
AM / IP / PM	AM peak, Inter Peak and PM peak
BSIP	Bus Service Improvement Plan
CIL	Community Infrastructure Levy
CP7	Control Period 7 (Network Rail)
CWIS3	Third Cycling and Walking Investment Strategy
DCO	Development Consent Order
DfT	Department for Transport
DRT	Demand Responsive Transport
GEH	GEH statistic (traffic model calibration measure)
GIS	Geographic Information System
GWR	Great Western Railway
HGV	Heavy Goods Vehicle
IDP	Infrastructure Delivery Plan
IDS	Infrastructure Delivery Schedule
LCWIP	Local Cycling and Walking Infrastructure Plan
LMVR	Local Model Validation Report
LP2043	Swindon Local Plan 2043
LTN	Local Transport Note
LTP4	Swindon Local Transport Plan 4
MND	Mobile Network Data
NEV	New Eastern Villages
NH	National Highways
NPPF	National Planning Policy Framework
NTEM	National Trip End Model

Abbreviation	Term
OCC	Oxfordshire County Council
PCT	Propensity to Cycle Tool
PCU	Passenger Car Unit
QBC	Quality Bus Corridor
RIS	Road Investment Strategy
SAC	Special Area of Conservation
SATURN	Simulation and Assignment of Traffic to Urban Road Networks
SBC	Swindon Borough Council
SDA	Sustainable Development Area
S106	Section 106 (Town and Country Planning Act 1990) planning obligation
S278	Section 278 (Highways Act 1980) agreement
SoCG	Statement of Common Ground
SPD	Supplementary Planning Document
SRN	Strategic Road Network
STATS19	National road casualty data collection
STM	Swindon Transport Model
TA	Transport Assessment
TAG	Transport Analysis Guidance
TIA	Transport Impact Assessment
TN	Technical Note
TRICS	Trip Rate Information Computer System
V/C	Volume to Capacity
VISSIM	PTV Vissim (traffic microsimulation software)

2.0 EXECUTIVE SUMMARY

- 2.1 This Local Plan Transport Assessment (TA) has been prepared by arcitrans on behalf of Swindon Borough Council (SBC) as part of the transport evidence base supporting the Swindon Local Plan 2043 (LP2043) at Regulation 19 stage. It assesses the cumulative transport effects of the growth proposed in the Local Plan over the period 2023 to 2043, sets out the sustainable transport strategy and mitigation required to support that growth, and establishes the Monitor and Manage approach through which delivery will be kept under review.
- 2.2 The assessment applies a Vision-Led approach consistent with the National Planning Policy Framework (NPPF) (December 2024) and the NPPF (August 2026). The transport vision has shaped the assessment from the outset, with growth concentrated where sustainable travel can serve it, trip generation assumptions set at the level the Local Plan decides to provide for, and highway capacity treated as the last resort in the sustainable transport hierarchy. The approach is summarised in **Figure 7.1**.
- 2.3 The Local Plan Regulation 19 draft sets a housing requirement of at least 1,203 dwellings per annum, or 21,654 dwellings between 2025/2026 and 2042/2043 (Policy HC1), delivered through the spatial strategy of Policy SS1 and thirteen Sustainable Development Area (SDA) policies, together with new office floorspace and industrial land.
- 2.4 The cumulative impact of the Local Plan has been tested using the Swindon Transport Model (STM), a SATURN highway assignment model with a 2023 base year, validated in accordance with Transport Analysis Guidance (TAG) Unit M3.1 as outlined in the Local Model Validation Report (LMVR) (**Appendix A**). Three scenarios are tested as part of this report, comprising:
- 2043 Future Baseline reference case, comprising committed development without the LP2043 allocations
 - A Do Minimum scenario adding the LP2043 growth and applying the mode shift already secured through consented Travel Plans
 - A Vision-Led mode shift scenario applying the further evidenced policy levers.
- 2.5 The mitigation strategy addresses the cumulative transport impacts of the growth proposed in LP2043. The need to travel by car is reduced first through the spatial strategy (draft Policy SS1). Remaining trips are then managed through the sustainable transport hierarchy set out in draft Policy ST2, which gives priority to active travel, then public transport, and finally other modes including private motor vehicles. Active travel and public transport measures build on the Bus Service Improvement Plan (BSIP) and the Local Cycling and Walking Infrastructure Plan (LCWIP). Targeted highway schemes, named in draft Policy ST6 and recorded in the Highways Uncertainty Log and the Infrastructure Delivery Plan (IDP), deal with any residual impacts.

- 2.6 A Monitor and Manage approach is established in **Chapter 8.0**. Delivery of the trip reduction assumptions is kept under review through the monitoring SBC already operates, with the mitigation response following the sustainable transport hierarchy where outcomes depart from the forecast.
- 2.7 Subject to the mitigation strategy and the Monitor and Manage approach set out in this TA, the evidence prepared to date does not indicate that the residual cumulative impacts of the Local Plan would be severe, and no unacceptable impacts on highway safety have been identified.

3.0 INTRODUCTION

Background

- 3.1 SBC is preparing a new Local Plan covering the period 2023 to 2043 (LP2043), setting out the scale and distribution of housing and employment growth across SBC's area. The Regulation 19 draft sets a housing requirement of at least 1,203 dwellings per annum, or 21,654 dwellings between 2025/2026 and 2042/2043 (Policy HC1), alongside new office floorspace and industrial land.
- 3.2 arcitran has been commissioned by SBC to prepare this Local Plan Transport Assessment (TA) as part of the transport evidence base supporting the Local Plan at Regulation 19 stage.
- 3.3 This TA builds on an established programme of technical work. The STM was developed by Amey for SBC and is documented in the Swindon LMVR (February 2026), provided at **Appendix A**. A series of Technical Notes (TN) supports the evidence base, comprising:
- TN01 - Trip Rate Review (July 2026, **Appendix B**).
 - TN02a - Vision-Led Mode Shift (July 2026, **Appendix C**).
 - TN03 - Policy and Best Practice Guidance (May 2026, **Appendix D**).
 - TN04 - Census Origin-Destination Review (May 2026, **Appendix E**).
- 3.4 A Development Uncertainty Log and a Highways Uncertainty Log have been prepared and are provided at **Appendix F** and **Appendix G** respectively.
- 3.5 This report is written to be readable standalone. Together with its Appendices and the companion evidence base documents, it constitutes the transport evidence base for the Local Plan. Full technical detail is provided in the appended TNs and uncertainty logs, and the strategic model outputs provided at **Appendix H**.
- 3.6 This draft TA has been prepared in parallel with the strategic model forecasting to meet the Regulation 19 programme set by SBC. Where the drafting anticipates modelling outcomes, the text is explicitly flagged, and the assessment will be updated once the model outputs are received.

Objectives

- 3.7 The objectives of this assessment are to:
- Evaluate the cumulative impact of the proposed SDAs and site allocations on the transport network at local and strategic scales.
 - Identify the sustainable transport measures and, where necessary, the highway mitigation required to support the targeted growth.
 - Demonstrate a Vision-Led approach consistent with the NPPF and establish a Monitor and Manage approach through which delivery is kept under review.

- Evidence that residual cumulative impacts of the Local Plan on the transport network would not be severe.

Engagement and Duty to Cooperate

- 3.8 Engagement has been undertaken throughout the development of the transport evidence base. National Highways (NH) is the approving authority for the STM base model, and the model has been developed and reviewed through a series of engagements between SBC, arcitran, Amey and NH, supported by WSP as NH's technical adviser. The engagement record, including the formal sign-offs received to date, is set out in **Table 3.1**.

Table 3.1 - Engagement Log

Date	Party	Format	Topics of Discussion	Matters Agreed
October 2024	Wiltshire Council	Email	Circulation of the Local Model Validation Report (LMVR) to Wiltshire Council.	n/a
May 2026	NH	Email	Formal response from NH to SBC's submission of the updated 2023 STM SATURN base model, covering model development, validation, stress testing and conditions of use.	NH accepted the updated 2023 STM base model for the purpose of supporting the Local Plan evidence base, subject to conditions.
May 2026	NH	Virtual meeting	- Local Plan timetable, vision and allocations. - The status and conditions of the base model acceptance. - The forecasting methodology and scenario structure. - Uncertainty logs. - Trip rates and trip distribution. - Sensitivity testing; SRN output requirements. - Statement of Common Ground (SoCG) process.	NH was recorded as broadly content with the base model as substantially complete and fit for purpose and ready for scenario testing. Request for NEV to be added at Junction 16 and Blunsdon as an area of concern. Technical Notes 01, 02 and 04 were to be shared with NH for review of key assumptions before model runs.
July 2026	NH	Virtual meeting	- Uncertainty logs - VISSIM modelling on the NH network at M4 Junction 16, and A419 corridor - TN01 trip rates, including COVID-affected TRICS surveys, sample sizes and potentially low central-area rates. - TN04 trip distribution, including 2021 Census data and longer-distance SRN trips. - The proposed Do Minimum and Vision-Led modal shift.	NH agreed to run forecast VISSIM for M4 Junction 16, A419 Blunsdon and the A419 corridor, subject to the runs being limited to NH's areas of interest. NH was broadly content with the use of 2021 Census data for relative trip distribution, subject to monitoring fringe SRN cases and testing alternative distributions where capacity conclusions were marginal. SBC to share finalised uncertainty logs, review trip rates for the central zones, provide full TRICS outputs, and review the monitoring evidence behind the Travel Plan reduction.
July 2026	NH	Virtual meeting	Technical session on integrating the STM SATURN model with NH's VISSIM models.	NH to provide VISSIM model zoning information and maps in GIS form Agreed to adopt WSP's existing A417 Missing Link business-case flow numbers rather than pursue access to the underlying DCO model. SBC to propose the treatment of allocations carried over from the previous plan.
July 2026	Wiltshire Council	Reported	Wichelstowe Park and Ride and the Redposts Drive bus gate: whether either scheme would be delivered, and the implications for Wiltshire's emerging Local Plan spatial strategy.	SBC reported that Wiltshire had been seeking confirmation on delivery of the Wichelstowe Park and Ride and the Redposts Drive bus gate, given the significant implications for its emerging Local Plan spatial strategy, and that no SBC decision had yet been made.
August 2026	NH	Virtual meeting	- Revised Highways and Development Uncertainty Logs. - Revised TN01 trip rates, including internalisation and evidence for central-area flat rates. - Revised TN02 Vision-Led mode shift. - Development quantum by model zone.	NH confirmed that the Highways Uncertainty Log captured all schemes previously raised NH content with the evidence for central-area flat trip rates. TN01 was not finally agreed, with agreement remaining conditional on receipt of development quantum and site-by-zone information. TN02a NH considered the note sound on initial reading

Date	Party	Format	Topics of Discussion	Matters Agreed
			- Honda, North Star, NEV, Kingsdown and Wichelstowe trip-generation treatment. - Background TEMPro growth, including surrounding-authority assumptions. - A417 Missing Link reassignment.	SBC to add trip-generation sources to the Development Uncertainty Log, provide GIS and spreadsheet schedules of allocations by zone, examine Honda and North Star, and document surrounding-authority TEMPro assumptions.
August 2026	NH	Email	NH written response on the Do Minimum residential trip rates, following review of the material provided after the August meeting.	NH confirmed acceptance of the Do Minimum residential trip rates for Local Plan assessment purposes, allowing for projected Travel Plan reductions. Reservations remained over the Central office rate. Judgement on the wider Vision-Led reductions was reserved pending assessment findings, the emerging Transport Chapter and monitoring arrangements.
August 2026	Network Rail and GWR	Virtual meeting and email	IDP engagement meeting to identify rail infrastructure requirements for the Infrastructure Delivery Plan (IDP) and Infrastructure Delivery Schedule (IDS). Discussed: - Regulation 19 growth and existing rail capacity, including platform capacity at Swindon Station. - Swindon Station enhancement, Knowledge Central / Gateway proposals and a potential northern entrance. - Station car parking, Signal Point and interchange with the Fleming Way bus interchange. - Passenger service enhancements, including Bristol-Oxford, Midlands Rail Hub and TransWilts services. - A potential new station to the east of Swindon. - South Marston rail freight and stabling.	No immediate rail network capacity intervention was identified. Enhancement of Swindon Station and the Knowledge Central / Gateway area, including the potential northern entrance, car parking changes, interchange and sustainable access improvements confirmed as the principal IDP rail project, delivery from around 2030. GWR, following discussion with Network Rail, estimated the northern entrance at £30-£40 million, including relocating car parking north of the station to release land for commercial development. GWR was broadly content with the draft IDP rail chapter and IDS entries, and requested a separate IDS entry for a south-side rail, bus and active travel interchange, including an improved ticket hall, upgraded bus stops, wayfinding and a secure cycle hub, estimated at £3-£5 million as a standalone scheme. S106 and CIL contributions were identified as potential funding sources where justified, though it should not rely solely on developer contributions. A potential new station east of Swindon and longer-term service enhancements are strategic aspirations, not infrastructure required for Local Plan growth. South Marston is to be recognised as strategic railway land for current GWR stabling and potential freight use, with adjoining operational land safeguarded.
September 2026	NH	Virtual meeting	- Tadpole/A419 access - Residual NEV impacts - Blunsdon sites - Wichelstowe - M4 Junction 16 developments - Vision-Led trip distribution - Central office trip rates	NH confirmed it was content with all areas agreed to date, covering: - Do Minimum residential trip rates allowing for Travel Plan reductions - Testing of Do Minimum and Vision-Led scenarios - Panattoni Park trip generation from the planning submission - Royal Wootton Bassett through NTEM rather than explicit modelling, subject to adding applications PL/2023/09142 and PL/2025/00700 to the Development Uncertainty Log.

Date	Party	Format	Topics of Discussion	Matters Agreed
			- Draft SoCG - SATURN cordon requirements - Inland's Farm	- The two M4 Junction 16 applications were agreed for addition to the Development Uncertainty Log using planning-submission trip generation and avoiding double-counting with NTEM. - Vision-Led distribution was to be documented and reviewed after model runs.
September 2026	Oxfordshire County Council (OCC)	Email	Discussion between SBC and OCC regarding the draft SoCG.	
September 2026	South Oxfordshire and Vale of White Horse District Councils	Email	Discussion between SBC and Vale of White Horse District Council, with South and Vale responding jointly, regarding the draft SoCG.	South and Vale reviewed the draft SoCG. Both parties agree there is a need for further engagement as the emerging Plan's TA and IDP are finalised. Of particular interest to South and Vale were: - A420 mobility hub / Park and Ride: location and any safeguarding of land required. - East to west transport: proposed bus, train and cycle infrastructure and PROWs to improve connectivity for Vale residents.
September 2026	Wiltshire Council	Virtual meeting		

- 3.9 NH conditionally accepted the updated 2023 STM SATURN base model on 18 May 2026 for the purpose of supporting the Local Plan evidence base.
- 3.10 As part of this, NH confirmed that they require the STM to be used as a pivot for SRN assessment, comparing base and forecast flows rather than applying absolute base-model flows. Modelled growth is to be transferred to their standalone microsimulation models for the A419/M4 Junction 15 corridor and M4 Junction 16. They also noted that location-specific sensitivity analysis of modelled growth may be required.
- 3.11 Subsequent engagement has confirmed acceptance of specified forecasting components, including the Do Minimum residential trip rates, and the Vision-Led mode shift scenario factors, with the Vision-Led scenario subject to review on completion.
- 3.12 NH has separately developed a VISSIM microsimulation model of the A419 corridor between M4 Junction 15 and the Blunsdon interchange (2022 base year), with a forecast scenario covering the strategic allocations and the A417 Missing Link, documented in their A419 Corridor Forecasting Note (November 2025). This provides an agreed junction-level evidence platform for the SRN discussions in **Chapter 8.0**.
- 3.13 Engagement with NH on the forecasting and assessment stage is ongoing, including preparation of a SoCG.

Terminology

- 3.14 The following terms are used throughout this assessment:
- SDAs: the strategic growth locations allocated through Policies SDA01 to SDA13.
 - Site Allocations: the allocation sites within each SDA and the Swindon Urban Area, as scheduled in the Local Plan and the Development Uncertainty Log.
 - Committed baseline: the committed development, existing development plan allocations, windfall aggregate and Neighbourhood Plan allocations recorded in the Development Uncertainty Log (**Appendix F**), which forms the Future Baseline.
 - Future Baseline: the committed baseline (**Appendix F**) carried forward to the forecast year without the LP2043 allocations and with no mode shift reduction, providing the without-plan reference case against which the tested scenarios are compared.
 - Do Minimum scenario: the Future Baseline with the LP2043 growth added and the 6.6% consented Travel Plan reduction applied to the car driver trips of the residential and employment allocations, reflecting the modal shift already secured through the planning process (TN02a).
 - Vision-Led scenario: the Do Minimum scenario with the further evidenced policy levers applied (TN02a).
 - With Mitigation: any scenario re-run with the mitigation strategy of **Chapter 8.0** coded in the network.

- Vision-Led approach: the approach required by the NPPF (2024) and carried forward in the NPPF (August 2026) in which the transport vision and outcomes are decided first and the assessment demonstrates how they are achieved, in place of forecasting unconstrained demand and providing for it.
- Decide and provide: deciding the level of vehicle trip generation that is acceptable, providing for it, and managing demand to it, in place of predict and provide.
- Monitor and Manage: the approach set out in **Chapter 8.0**, under which delivery is kept under review through established monitoring and the mitigation response is adjusted as development comes forward.

Report Structure

3.15 The structure of this report is summarised below:

- **Chapter 4.0** outlines the policies the TA is considered against, and the strategic context shaping the approach taken
- **Chapter 5.0** describes the study area and existing transport conditions, identifying the challenges and opportunities the Local Plan can respond to
- **Chapter 6.0** sets out the growth being tested, covering the spatial strategy, the SDAs, the other allocations and the committed development baseline
- **Chapter 7.0** sets out the Vision-Led approach and the sustainable transport strategy, including the trip reduction assumptions carried into the modelling
- **Chapter 8.0** sets out the strategic modelling and junction assessment, the resulting mitigation strategy and the Monitor and Manage approach; and,
- **Chapter 9.0** summarises the assessment.

3.16 Technical detail is provided in **Appendix A** to **Appendix I**, comprising:

- **Appendix A** - Local Model Validation Report
- **Appendix B** - TN01: Trip Rate Review
- **Appendix C** - TN02a: Vision-Led Mode Shift
- **Appendix D** - TN03: Policy Review
- **Appendix E** - TN04: Trip Distribution
- **Appendix F** - Development Uncertainty Log
- **Appendix G** - Highways Uncertainty Log
- **Appendix H** - Strategic Model Outputs
- **Appendix I** - Local Junction Modelling Results

4.0 POLICY AND CONTEXT

Introduction

- 4.1 This chapter outlines the policy tests the TA is assessed against and the strategic context shaping the approach taken. For clarity, this summary is designed to be thematic rather than exhaustive, with a full policy review within TN03 provided at **Appendix D**.
- 4.2 A policy response table is provided at **Table 4.1**.

National Policy

National Planning Policy Framework

- 4.3 The NPPF was revised by the Ministry of Housing, Communities and Local Government (MHCLG) in August 2026, superseding previous versions. However, under the transitional arrangements for the legacy plan-making system, LP2043 has been prepared under, and will be examined against, the NPPF (MHCLG, December 2024). This is consistent with the position set out in the Regulation 19 draft LP2043.

NPPF (December 2024)

- 4.4 The NPPF (2024) sets the tests this assessment must answer. Paragraph 109 requires transport issues to be considered from the earliest stages of plan-making, using a Vision-Led approach to identify transport solutions that deliver well-designed, sustainable and popular places. Opportunities to promote walking, cycling and public transport are to be identified and pursued, and the environmental impacts of traffic and transport infrastructure identified, assessed and taken into account.
- 4.5 Paragraph 110 requires significant development to be focused on locations which are or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes. Paragraph 111 requires planning policies to be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned. Policies should also provide for attractive and well-designed walking and cycling networks, drawing on Local Cycling and Walking Infrastructure Plans.
- 4.6 Paragraph 115 applies to the assessment of sites that may be allocated in plans. It requires sustainable transport modes to be prioritised, taking account of the vision for the site, and any significant impacts on the transport network, in terms of capacity and congestion, or on highway safety, to be cost effectively mitigated to an acceptable degree through a Vision-Led approach. Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety,

or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

- 4.7 Paragraph 36 sets the tests of soundness against which LP2043 will be examined. The transport evidence base contributes in particular to demonstrating that the plan is justified and effective.

NPPF (August 2026)

- 4.8 While LP2043 will be examined against the NPPF (2024), the NPPF (2026) has implementation implications, as its national decision-making policies apply from the date of publication. Planning applications for the allocated sites will therefore be determined against its transport policies at Chapter 15 (Promoting sustainable transport), detailed in Policies TR1 to TR8.
- 4.9 Policy TR1 requires a Vision-Led approach to sustainable and integrated transport, with transport considerations addressed from the earliest stages of plan-making, opportunities to promote walking, wheeling, cycling and public transport to be identified and pursued, and the environmental impacts of traffic and transport infrastructure to be identified, assessed and taken into account.
- 4.10 Policy TR6 governs the assessment of transport impacts, requiring development that generates significant movement to be supported by a proportionate transport assessment and a travel plan, with reasonable future scenarios and cumulative impacts taken into account when judging whether an impact is severe.
- 4.11 Under Policy TR6(4), development should be refused only where it would have a severe adverse impact on the transport network, in terms of capacity and congestion and including cumulative impacts, or an unacceptable impact on highway safety, taking account of proposed mitigation and wider network improvements. Significant adverse impacts are to be mitigated to an acceptable degree using a Vision-Led approach.
- 4.12 The NPPF (2026) defines a well-connected station and, through Policies S5, L3 and GB7, directs higher density residential development to land within reasonable walking distance (around 800m) of such stations. Swindon Railway Station is defined as a well-connected station.
- 4.13 The Vision-Led approach is common to both versions of the NPPF. The approach in this TA therefore meets the plan-making tests of the NPPF (2024) and is consistent with the decision-making policies of the NPPF (2026) that will apply to the allocated sites.

Planning Practice Guidance

- 4.14 Planning Practice Guidance (PPG), including the guidance on transport evidence bases in plan-making, expects the assessment to be proportionate, focused on the plan level questions of cumulative impact, deliverability and mitigation rather than site level detail.

Department for Transport (DfT) Circular 01/2022

- 4.15 DfT Circular 01/2022 sets out NH's expectations for plan making affecting the SRN, which for Swindon comprises the M4 (Junctions 15 and 16) and the A419. It carries a presumption against new or amended SRN accesses and expects impacts on the SRN to be identified and mitigated through agreed, deliverable schemes.

Other National Policy and Guidance

- 4.16 The Planning and Infrastructure Act 2025 provides enabling reform to expedite infrastructure delivery and reflects the government commitment to 1.5 million homes during the current Parliament. The DfT Local Transport Plans statutory guidance (2026) requires local transport authorities to move from predict and provide to Vision-Led transport planning. Better Connected: A Strategy for Integrated Transport (DfT, April 2026) establishes the national vision. It is organised around People, Place and Partnership and eight national priorities, and expects higher density development to be focused around public transport. Better Connected is underpinned by investment commitments including over £1 billion per year in bus services (2026/27 to 2028/29) and £616 million in walking, wheeling and cycling infrastructure.
- 4.17 Gear Change (2020) and Local Transport Note (LTN) 1/20 set the design standard expected of cycling infrastructure, with LTN 1/20 compliance a condition of government active travel funding. The Third Cycling and Walking Investment Strategy (CWIS3) (June 2026) sets a national target for 55% of all short stages in towns and cities to be walked or cycled by 2035. The Bus Services Act 2025 expands local authority powers over bus networks, and the national decarbonisation framework, including the Transport Decarbonisation Plan (2021), commits to net zero by 2050. These policies set the mode shift and design expectations that the sustainable transport strategy in **Chapter 7.0** should meet.
- 4.18 DfT TAG governs the technical approach to forecasting, uncertainty logs and proportionate appraisal, including the TAG Uncertainty Toolkit approach of core scenarios and sensitivity testing. TAG Unit M3.1 (May 2024) governs highway model validation and TAG Unit M4 governs forecasting and uncertainty.

Regional Context

National Highways

- 4.19 The NH London to Wales Route Strategy (2023) records the performance issues on the M4 and A419 corridor, covering congestion, journey time reliability, safety, freight movement and network resilience, and informs future Road Investment Strategy (RIS) decisions.
- 4.20 The A417 Missing Link scheme is the committed RIS improvement of most relevance. The A417/A419 is the strategic route between Gloucester and Swindon and an alternative to the M5/M4 route via Bristol. The scheme duals the remaining single carriageway section near

Birdlip. The Development Consent Order (DCO) was granted on 16 November 2022, works started in March 2023, and it is currently forecast to open in 2027. The scheme is forecast to reassign long distance traffic onto the A417/A419 corridor from the M40/A34 and, to a lesser extent, the M5/M4. The effect on the A419 through the study area is set out in **Chapter 8.0**.

Swindon Station and Network Rail

- 4.21 The rail network is currently in Network Rail Control Period 7 (CP7), which runs from 2024 to 2029. Network Rail's plans for the region are detailed in the Wales and Western CP7 Delivery Plan. These are updated by the CP7 Delivery Plan Year Three update, which sets out the revised plan for years 3 to 5 of CP7. The region plans to invest £5.3bn in CP7 to operate, maintain and renew the railway. Enhancements are not included in this settlement and are funded separately.
- 4.22 The CP7 plan for the Western route identifies renewals directly relevant to Swindon, including renewal of the lifts at Swindon station.
- 4.23 Electrification of the Great Western Main Line through Swindon is complete. Four associated electrification sections were deferred indefinitely by Government in November 2016. These comprise Didcot Parkway to Oxford, Bristol Parkway to Bristol Temple Meads, Thingley Junction (near Chippenham) to Bath Spa and Bristol Temple Meads, and the Thames Valley branches.
- 4.24 The Western Rail Link to Heathrow, which would have provided direct access from Swindon and the Thames Valley to Heathrow without travelling via London, is not proceeding. Network Rail withdrew the project from the DCO process on 22 May 2024, confirming that the project had stopped with no funding, and no future funding plans.
- 4.25 Swindon station is the focus of an emerging regeneration proposal known as Swindon Knowledge Central, covering over 100 acres of brownfield land adjacent to the railway and promoted by SBC with Network Rail, GWR and Homes England. The proposals include a new northern entrance to the station and a new multi-storey car park on the existing north car park site, releasing the surface car parks south of the railway for development. Funding secured to date is limited to design and business case development. It is therefore treated as an aspiration.

Local Policy

Local Plan 2026 (March 2015)

- 4.26 The adopted development plan is the Swindon Borough Local Plan 2026, which remains the development plan for decision-making until LP2043 is adopted. Its transport policies TR1 and TR2 will be superseded by the LP2043 Transport and Movement policies and are supported by the Swindon Travel Plans Supplementary Planning Document (SPD) and the

Parking Standards for New Development SPD. The Swindon Borough Local Plan 2036 was prepared as a Revised Proposed Submission Draft (July 2021) but has not been adopted.

Local Plan 2043 (Reg 19 Consultation, September 2026)

- 4.27 The Regulation 19 draft LP2043 outlines the growth strategy through Policies SS1, HC1 and SDA01 to SDA13. It also presents a dedicated Transport and Movement chapter containing Policies ST1 to ST9, comprising:
- ST1 - Spatial Vision: A Well-Connected Swindon.
 - ST2 - Promoting Sustainable Transport.
 - ST3 - Accessibility and Development.
 - ST4 - Transport Infrastructure Design.
 - ST5 - Improving Public Transport.
 - ST6 - Highway Improvements.
 - ST7 - Freight and Logistics.
 - ST8 - Transport Assessments, Transport Statements and Travel Plans.
 - ST9 - Parking and EVs.
- 4.28 The chapter is drafted pending this assessment, with draft Policy ST6 listing the key highway improvements and recording that the list will be updated following the Transport Assessment, modelling and discussions with NH.

Local Transport Plan 4 (January 2022)

- 4.29 The Swindon Local Transport Plan 4 (LTP4) (2022-2036) is the statutory transport framework. LTP4 sets a vision to create a safe, effective and fit for purpose transport network that supports Swindon's ambitions for town centre regeneration and economic growth whilst protecting and enhancing quality of life and the environment.
- 4.30 LTP4 outlines priorities including the transition to a zero-carbon transport system, sustainable mode shift, social inclusion and accessibility, congestion management and network resilience. It does not, however, quantify these priorities as numerical mode shift or decarbonisation targets, instead stating a council-wide aim of net zero emissions by 2030.

Swindon BSIP (June 2024)

- 4.31 The BSIP is the public transport delivery framework, implemented through the Enhanced Partnership in place since September 2023. It targets growth in bus passenger boardings from 11.9 million in 2019 to at least 13.5 million by the end of 2024, at least 17.1 million by the end of 2032 and at least 18.5 million by the end of 2035, structured around four Quality Bus Corridors (QBCs) serving the major growth areas.
- 4.32 It sets area bus mode share targets including at least 10% at all committed new developments.

Swindon LCWIP (April 2022)

- 4.33 The LCWIP defines the primary and secondary walking and cycling networks and identifies 23 LTN 1/20 compliant schemes, with a first phase of approximately £45 million of investment over ten years. This includes strategic corridors, links to key employment and education destinations, and routes serving planned growth locations. The LCWIP schemes are the delivery vehicle for the active travel elements of the mitigation strategy in **Chapter 8.0**.

Town Centre Movement Strategy (April 2020)

- 4.34 The Town Centre Movement Strategy sets the movement framework for the town centre across six themes, comprising:
- An improved environment for walking and cycling.
 - Bus and taxi accessibility.
 - Capacity of the Great Western Way corridor.
 - A rational street network that improves access by car whilst discouraging through movement.
 - Improved public realm; and,
 - Effective car parking.

Other Swindon Documents

- 4.35 SBC corporate and supporting documents comprise:
- The Swindon Plan (2024-2027) (July 2024).
 - The Swindon Decarbonisation Framework (November 2025).
 - The Green Infrastructure Strategy (2010-2026) (February 2011); and,
 - The Joint Strategic Needs Assessment and Health and Wellbeing Strategy 2023-2033 (May 2024), which prioritise physical activity, active travel and reduced health inequality.
- 4.36 The Travel Plans SPD (February 2020) requires a Travel Plan for developments of 60 or more dwellings, with mode share targets, secured through Section 106 obligations, and applies thresholds to employment development. It suggests a target reduction of 8 to 10 percentage points in car driver mode share over the life of a Travel Plan.
- 4.37 The Parking Standards SPD (February 2021) sets minimum parking standards across four accessibility sectors, with lower provision in accessible locations and scope for car-free development in the Central sector (Sector 1).

Neighbouring Authorities

- 4.38 Swindon sits within an area with material cross-boundary movement. 2021 Census travel to work data (outlined in TN04, **Appendix E**) shows that of Swindon residents commuting

to a fixed workplace, 67.9% work within Swindon, 11.2% in Wiltshire, 4.0% in the Vale of White Horse, 3.5% in West Berkshire, 3.2% in Cotswold and 2.1% in West Oxfordshire. The strongest single relationships are with Wiltshire in the south and west and, for the north-east of SBC's area, with the Vale of White Horse and Cotswold.

- 4.39 Accordingly, committed cross-boundary development is carried in the Highways Uncertainty Log, including the M4 Junction 16 slip road widening and access roundabout associated with the Moredon Road/Mannington development in Wiltshire (UL14) and the A3102 signalised junction associated with the BMW garage development (UL15).
- 4.40 Cross-boundary transport matters are being addressed through SoCGs under the Duty to Cooperate, in line with paragraph 28 of the NPPF (2024). SoCGs are in preparation with NH, Wiltshire Council, Oxfordshire County Council and South Oxfordshire and Vale of White Horse District Councils. The main matters raised to date are the delivery of the Wichelstowe Park and Ride and the Redposts Drive bus gate, the impact of the New Eastern Villages on the Oxfordshire network, and the A420 mobility hub. The engagement record is set out in **Table 3.1** and the outcomes will be reported in **Chapter 8.0**.

Summary of Policy Implications

- 4.41 **Table 4.1** summarises the policy review into the specific requirements this TA should meet, and outlines where each element is addressed.

Table 4.1 - Policy Requirements and Response

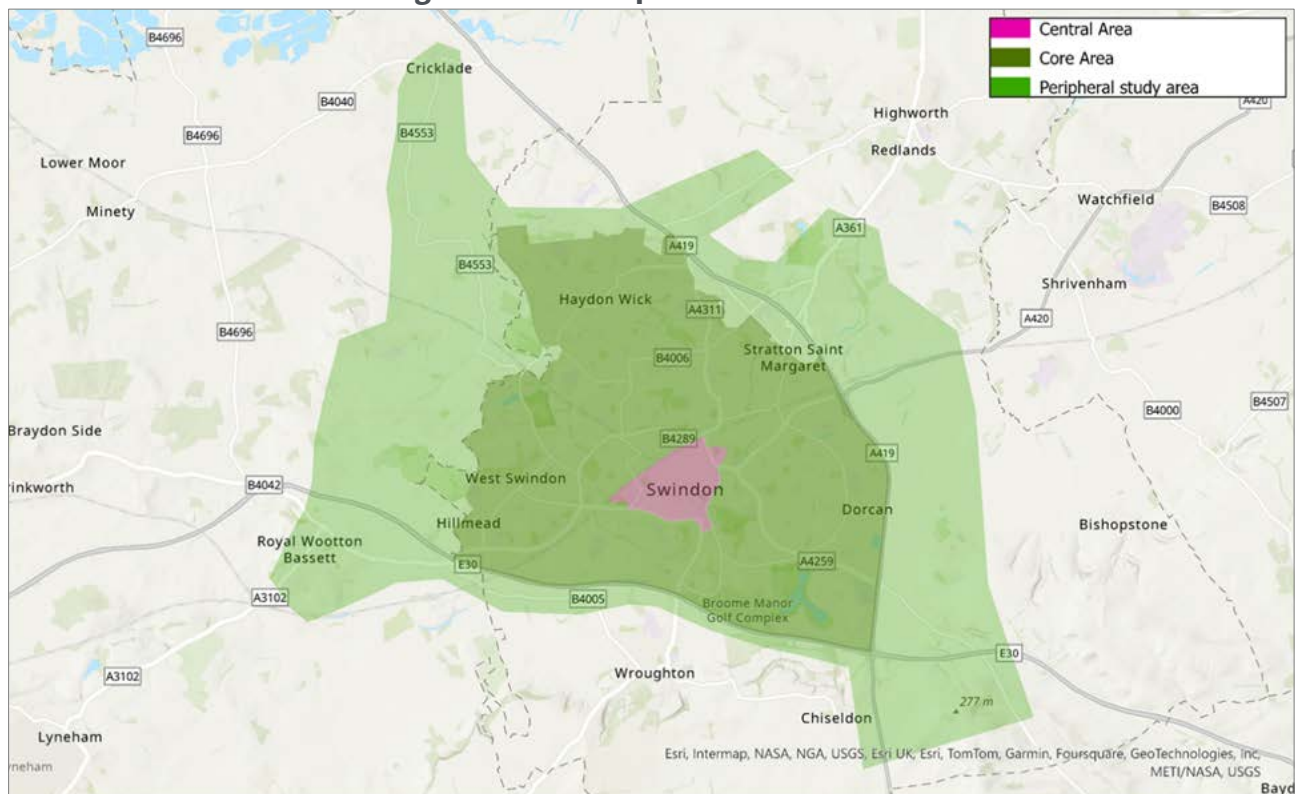
Requirement on the assessment	Source	Where addressed
Demonstrate a Vision-Led approach, with the vision shaping the assessment	NPPF, DfT LTP guidance, Better Connected	Chapter 7.0
Test the cumulative impact of the Local Plan against the severe residual cumulative impact and unacceptable safety tests	NPPF	Chapters 7.0 and 8.0
Assess and agree impacts on the SRN (M4 Junctions 15 and 16, A419) with National Highways	DfT Circular 01/2022, London to Wales Route Strategy	Chapters 6.0, 7.0 and 8.0
Apply TAG compliant forecasting with uncertainty logs and proportionate appraisal	DfT TAG, TAG Unit M4, TAG Unit M3.1	Chapter 6.0, Appendices B, C, F and G
Evidence mode shift in line with national and local targets	CWIS3, Gear Change, LTN 1/20, BSIP, LCWIP	Chapter 7.0
Support and inform the Reg 19 transport policies (ST1 to ST9), including the ST6 highway improvements list	LP2043 Regulation 19 draft	Chapters 5.0 and 8.0
	LTP4, BSIP, LCWIP, TCMS, Travel Plans SPD, Parking Standards SPD	Chapters 5.0 and 8.0
Support decarbonisation consistent with net zero by 2050 and the Swindon Decarbonisation Framework	Transport Decarbonisation Plan, The Swindon Plan, Decarbonisation Framework	Chapters 7.0 and 8.0
Keep delivery under review through a secured Monitor and Manage approach	NPPF Vision-Led approach, TAG uncertainty guidance	Chapter 8.0

5.0 STUDY AREA AND EXISTING TRANSPORT CONDITIONS

Study Area

- 5.1 The study area comprises the SBC area together with the transport corridors carrying significant traffic, comprising the M4 to the south, the A419 to the east, and the A420 and radial routes connecting Swindon to the surrounding towns. This matches the coverage of the STM, in which most of SBC's area is represented in detail, extending southwest to include Royal Wootton Bassett and incorporating the strategic roads accessing Swindon, with the largely rural area north-east from South Marston and Broad Blunsdon (including Stanton Fitzwarren, Highworth and Castle Eaton) and the wider peripheral region represented in less detailed buffer format.
- 5.2 **Figure 5.1** shows the STM area of focus, where the highway network is modelled in most detail and against which the base model has been validated. Areas outside it, including Highworth and Wroughton, are still represented by model zones, shown in **Figure 5.2**, so trips from all LP2043 allocations are included in the assessment.

Figure 5.1 - STM Spatial Area of Focus



Source: Amey LMVR (2026), Figure 2-1: STM Spatial Area of Focus

The map displays the Swindon area with various geographical and administrative boundaries. A legend in the top-left corner identifies the following areas:

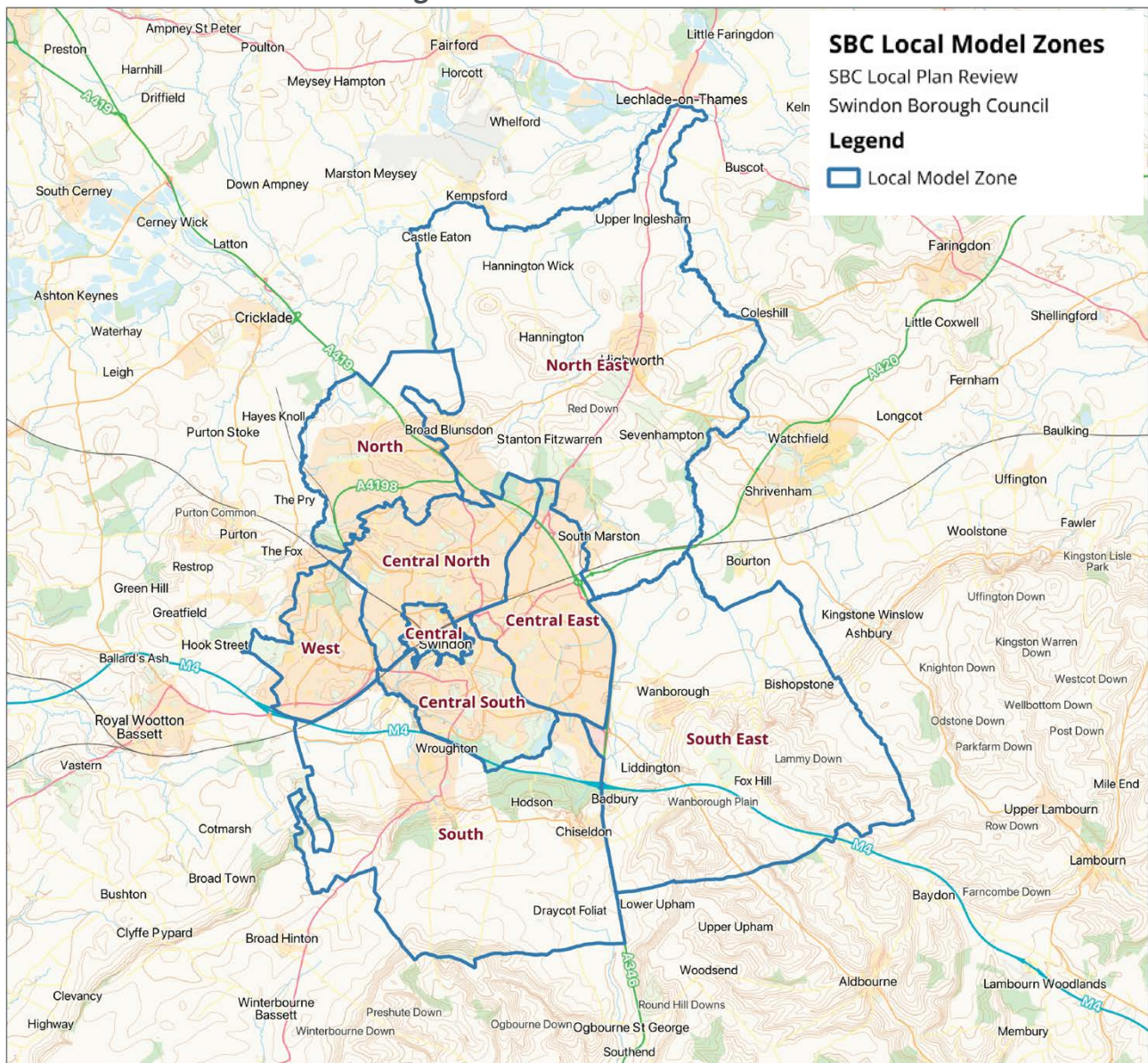
- Central Area:** Dark red shaded region in the center.
- Core Area:** Green shaded region surrounding the Central Area.
- Peripheral Study Area:** Light green shaded region surrounding the Core Area.
- Swindon MND GeoFence:** A magenta line boundary.
- Swindon Model Zones:** Blue outlined regions.

The map includes numerous place names, such as Driffield, Poulton, Maysey, Hampton, Horcott, Lechlade-on-Thames, Kelmscott, Buscot, Faringdon, Littleworth, Buckland, Longworth, Kingston Bagpuize, Charney Bassett, Denchworth, Wantage, Letcombe Regis, Letcombe Bassett, Greenhill Down, Lang Down, Fawley, South Fawley, Whatscombe, Chadd, Great Shefford, Weston, Woodlands St Mary, Aldbourne, Baydon, Upper Lambourn, Sheepdrove, East Garston Down, Lambourn, Near Down, Lodge Down, Woodsend, Ogbourne St George, Ogbourne Down, Preshurst Down, Winterbourne Bassett, Cleveley, Hilsmarton, Spurrhill, Goatsall, Preston, Bushton, Broad Town, Uffcott, Broad Hinton, Clyffe Pypard, Broadcot, Tockenham, Tockenham Wick, Grittenham, Dauntsey, Swallet Gate, Rottenstone, Stopper's Hill, Queen Street, Minety Common, Upper Minety, Ashton Keynes, Leigh, Cricklade, Chelworth, Upper Green, Purton Stoke, The Priory, Hook, Lyward, Wilkmet, Groom Hill, Royal Wootton Bassett, Grittenham, Tockenham Wick, Grittenham, Dauntsey, Swallet Gate, Rottenstone, Stopper's Hill, Queen Street, Minety Common, Upper Minety, Ashton Keynes, Leigh, Cricklade, Chelworth, Upper Green, Purton Stoke, The Priory, Hook, Lyward, Wilkmet, Groom Hill, Royal Wootton Bassett.

Source: Amey LMVR (2026), Figure 2-3: STM Zoning System Inside Fully Modelled Area

5.3 For zone-based analysis, SBC's area is divided into nine Local Model Zones, comprising Central, Central North, Central East, Central South, North, North East, South East, South and West. These zones are illustrated in **Figure 5.3**.

Figure 5.3 - Local Model Zones

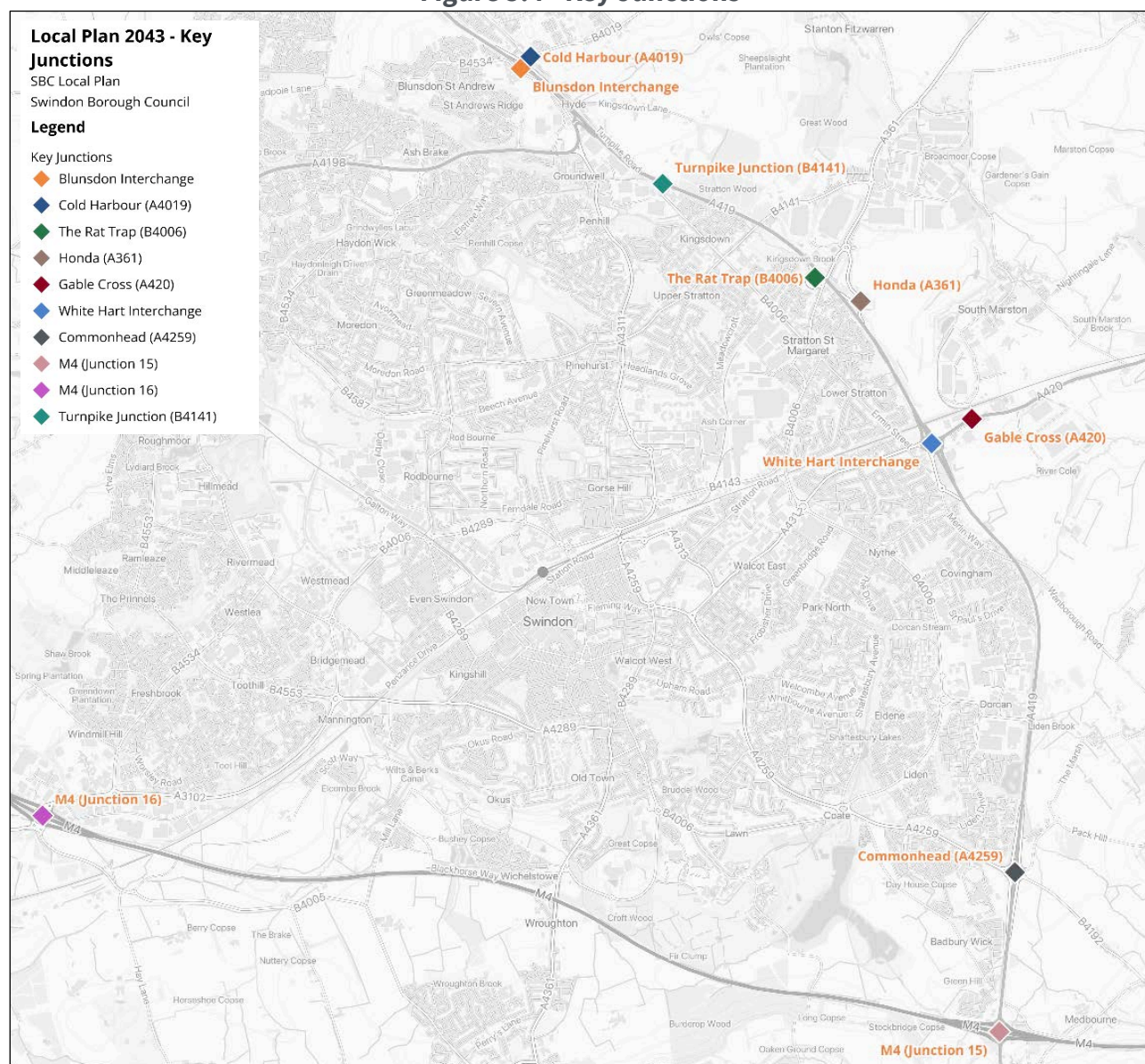


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Highway Network

5.4 The junctions along the A419 corridor are NH's focus of attention, with a particular emphasis on the Blunsdon interchange, Cold Harbour, the Rat Trap and Honda junctions, Gable Cross (A420), White Hart and Commonhead. Recently implemented works comprise the partial signalisation of Commonhead and localised widening of the Turnpike northbound off-slip. Committed works include the signalisation of the Rat Trap junction and works to the Honda North roundabout. These schemes are shown in **Figure 5.4**, recorded in the Highways Uncertainty Log, and their treatment in the STM base year and forecast year networks is set out in **Chapter 8.0**.

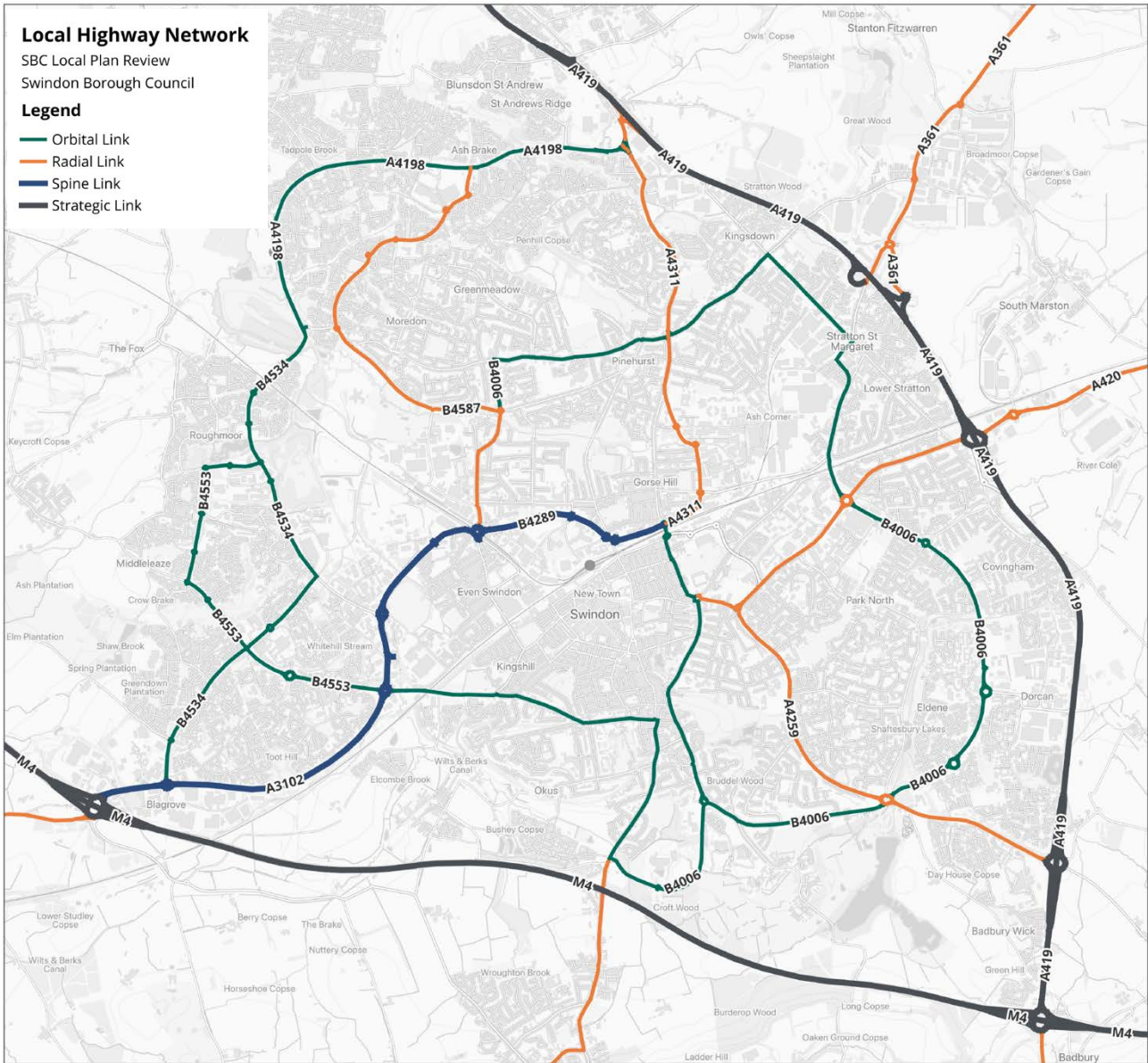
Figure 5.4 - Key Junctions



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5.5 The local network is structured around the Great Western Way east to west spine, the radial corridors including the A420 (east towards Oxford), the A4259, the A4289 and the A3102, and the orbital distributor roads serving the northern and western expansion areas. The local network is shown in **Figure 5.5**.

Figure 5.5 - Local Highway Network



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5.6 The STM 2023 base year model is detailed in full in the LMVR, provided at **Appendix A**. Results from this are summarised at **Table 5.1** and **Table 5.2**.

Table 5.1 - 2023 Base Year Performance at SRN Junctions

Junction	2023 Peak Hour Flows (PCU)	2023 V/C band, AM / IP / PM	Committed works
M4 Junction 15	A419 arm 2,100 to 2,650 per direction; off slips up to 1,260	Below 70% / Below 70% / Below 70%	None
M4 Junction 16	Slip roads 600 to 880	Below 70% / Below 70% / Below 70%	None
Blunsdon	B4019 arm up to 1,170	Below 70% / Below 70% / Below 70%	None
Cold Harbour / Turnpike	A4311 arm up to 1,550; northbound off slip 1,380 in the PM peak	71% to 100% (A419 NB approach and A4311 approach) / Below 70% / 71% to 100% (A419 NB approach)	Widening of northbound off slip implemented
Rat Trap	B4006 arm approximately 550	Below 70% / Below 70% / Below 70%	Signalisation committed
Honda	Southbound off slip approximately 560; A361 arm approximately 340	Below 70% / Below 70% / Below 70%	Works to Honda North committed
Gable Cross	Entry flows 900 to 1,300	Below 70% / Below 70% / Below 70%	None
White Hart	Entry flows 700 to 1,430	Below 70% / Below 70% / Below 70%	None
Commonhead	Entry flows up to 1,570	Below 70% / Below 70% / Below 70%	Partial signalisation implemented

Table 5.2 - Observed Journey Times on the SRN Corridor

Section	AM	IP	PM
A419 southbound, Blunsdon (B4040) to M4 J15	10:29	10:11	10:18
M4 westbound, J15 to J16	05:39	05:38	05:39
M4 eastbound, J16 to J15	05:22	05:20	05:28
A419 northbound, M4 J15 to Blunsdon (B4040)	10:15	10:14	10:35

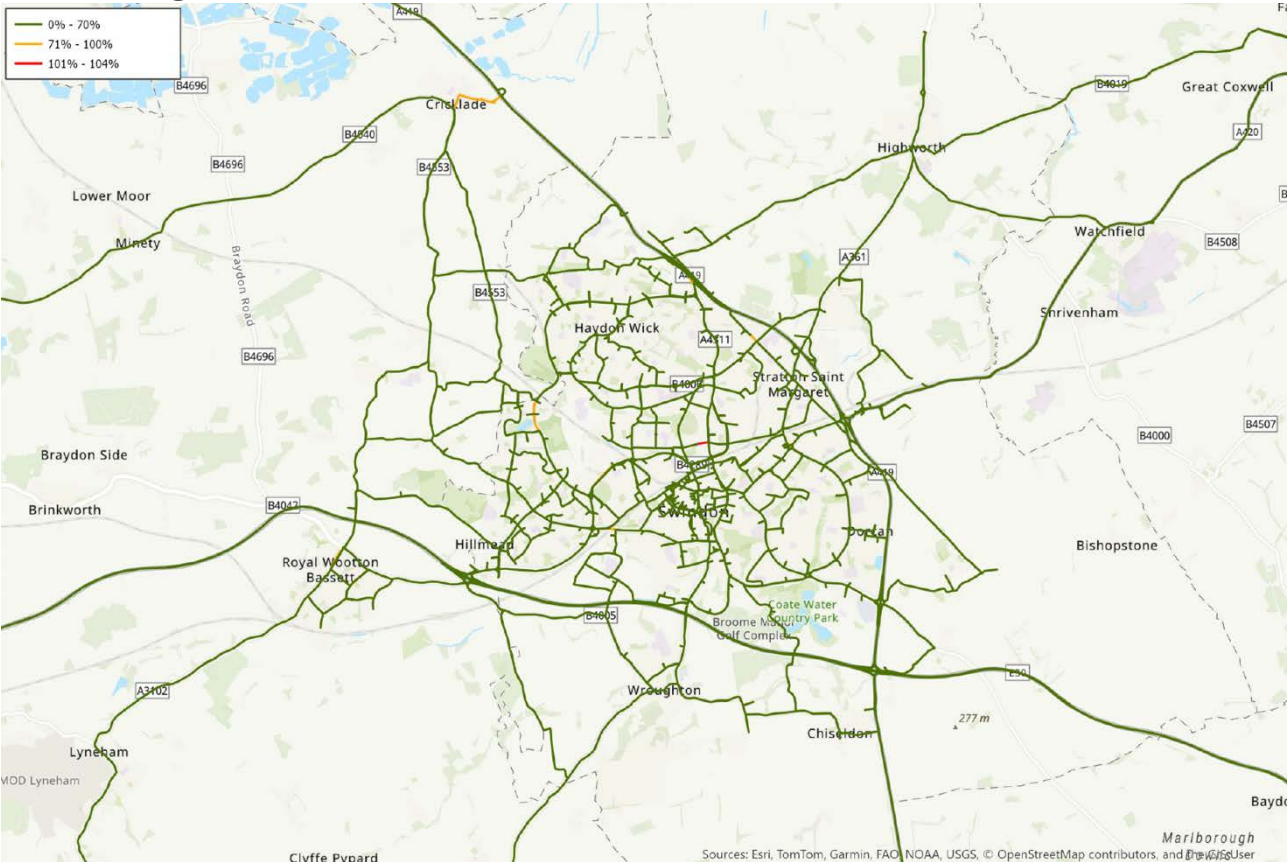
- 5.7 The observed data used in the validation comprises National Highways MIDAS counts on the M4, classified turning counts at each A419 junction and Trafficmaster journey time data. The base year model has been conditionally accepted by NH.
- 5.8 The M4 between Junctions 15 and 16 is a three-lane carriageway carrying up to approximately 3,200 PCUs per hour per direction in the peak hours. The LMVR reports the base year link volume to capacity (V/C) ratio on all M4 mainline and slip road links to be

below 70% in all modelled periods, as shown in **Table 5.1**. At Junction 15 the A419 arm is the dominant movement, at 2,100 to 2,650 PCUs per hour per direction. Observed journey times along the M4 between the two junctions are within 10 seconds of the inter-peak value in both peaks.

- 5.9 The A419 between Junction 15 and Blunsdon is a dual two-lane all-purpose trunk road. Peak hour flows are tidal in nature, with a majority southbound flow in the AM peak and northbound in the PM peak.
- 5.10 The traffic flows are heaviest between the Honda junction and White Hart, where the PM peak northbound flow approaches 3,000 PCUs per hour. All A419 mainline links are below 70% V/C in the modelled periods. The only SRN links in the 71% to 100% band are at the Turnpike, on the A419 northbound approach to the off-slip and on the A4311 approach to the junction, in the AM peak, and on the A419 northbound approach in the PM peak. Observed journey times on the A419 between Junction 15 and Blunsdon are within 20 seconds of the inter-peak value in both directions and both peaks, as shown in **Table 5.2**.
- 5.11 **Table 5.1** summarises the base year position at each SRN junction, with **Figure 5.6**, **Figure 5.7** and **Figure 5.8** showing the base year link V/C plots. The observed journey time data, summarised in **Table 5.2**, also shows peak period increases in travel time on the local approaches to Blunsdon (B4019 from Highworth), the Rat Trap (Ermin Street), White Hart (A420 eastbound) and Commonhead (A4259 westbound). The through movements between the A419 and the M4 do not show sustained peak period delay.
- 5.12 The key observations from the base year highway network are:
 - the SRN junctions at M4 Junctions 15 and 16 and along the A419 operate below 70% V/C in all modelled periods, with the exception of the Cold Harbour / Turnpike junction, as shown in **Table 5.1** and **Figure 5.4**.
 - flows on the A419 are tidal, mainly southbound in the AM peak and northbound in the PM peak, and are heaviest between the Honda junction and White Hart, where the PM peak northbound flow approaches 3,000 PCUs per hour;
 - the Turnpike is the only SRN location in the 71% to 100% V/C band, on the A419 northbound approach in both peaks and on the A4311 approach in the AM peak, shown in **Figure 5.6** to **Figure 5.8**.
 - through journey times on the A419 and the M4 are within 20 seconds of the inter-peak in both the AM and PM peaks, with no sustained peak period delay on the SRN, shown in **Table 5.2**; and,
 - peak period delay occurs instead on the local network approaches to the SRN junctions, at Blunsdon (B4019 from Highworth), the Rat Trap (Ermin Street), White Hart (A420 eastbound) and Commonhead (A4259 westbound).
- 5.13 The base year position described above is the reference against which the Future Baseline, Do Minimum and Vision-Led scenarios are assessed in **Chapter 8.0**. Detailed base year

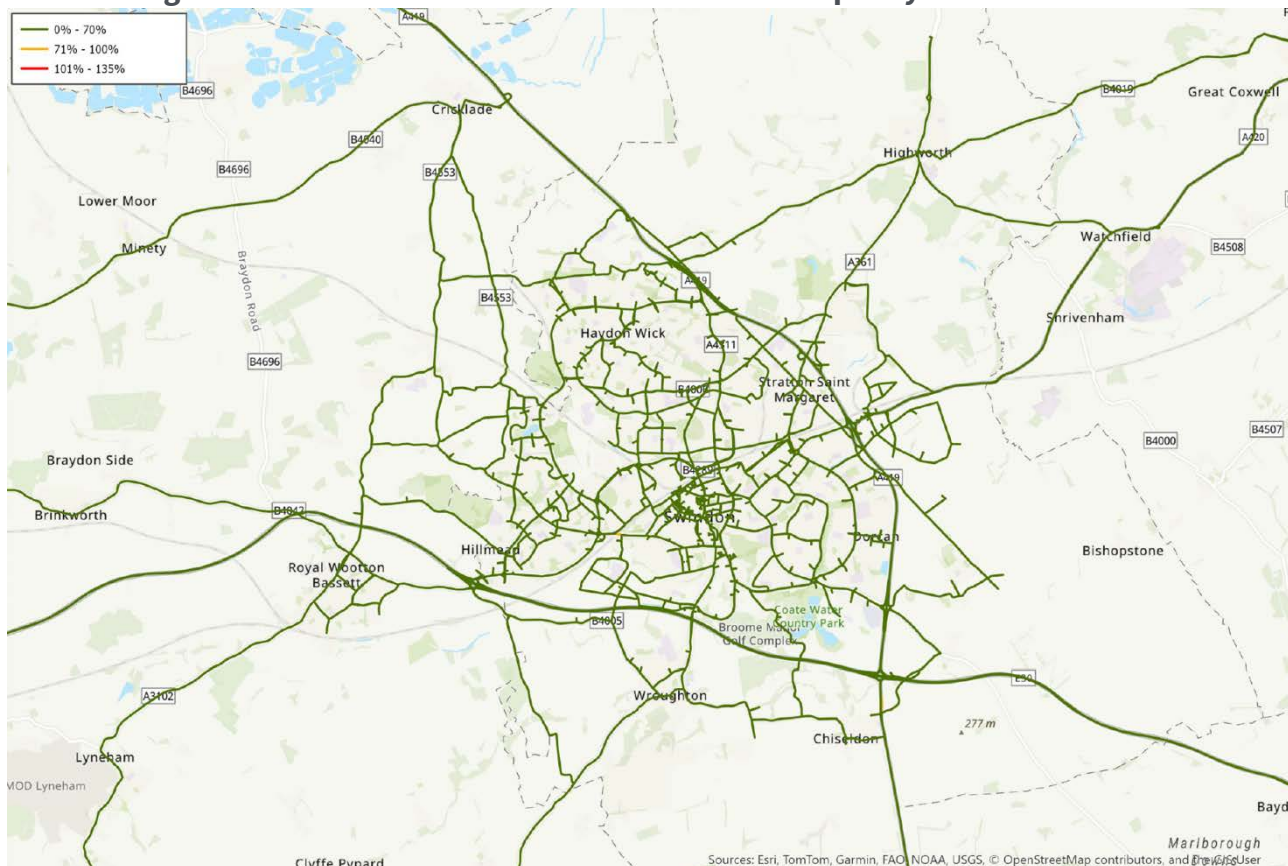
flows and observed journey times at each SRN junction are provided in the LMVR at **Appendix A**.

Figure 5.6 - STM 2023 Base Year Link Volume to Capacity Ratio: AM Peak



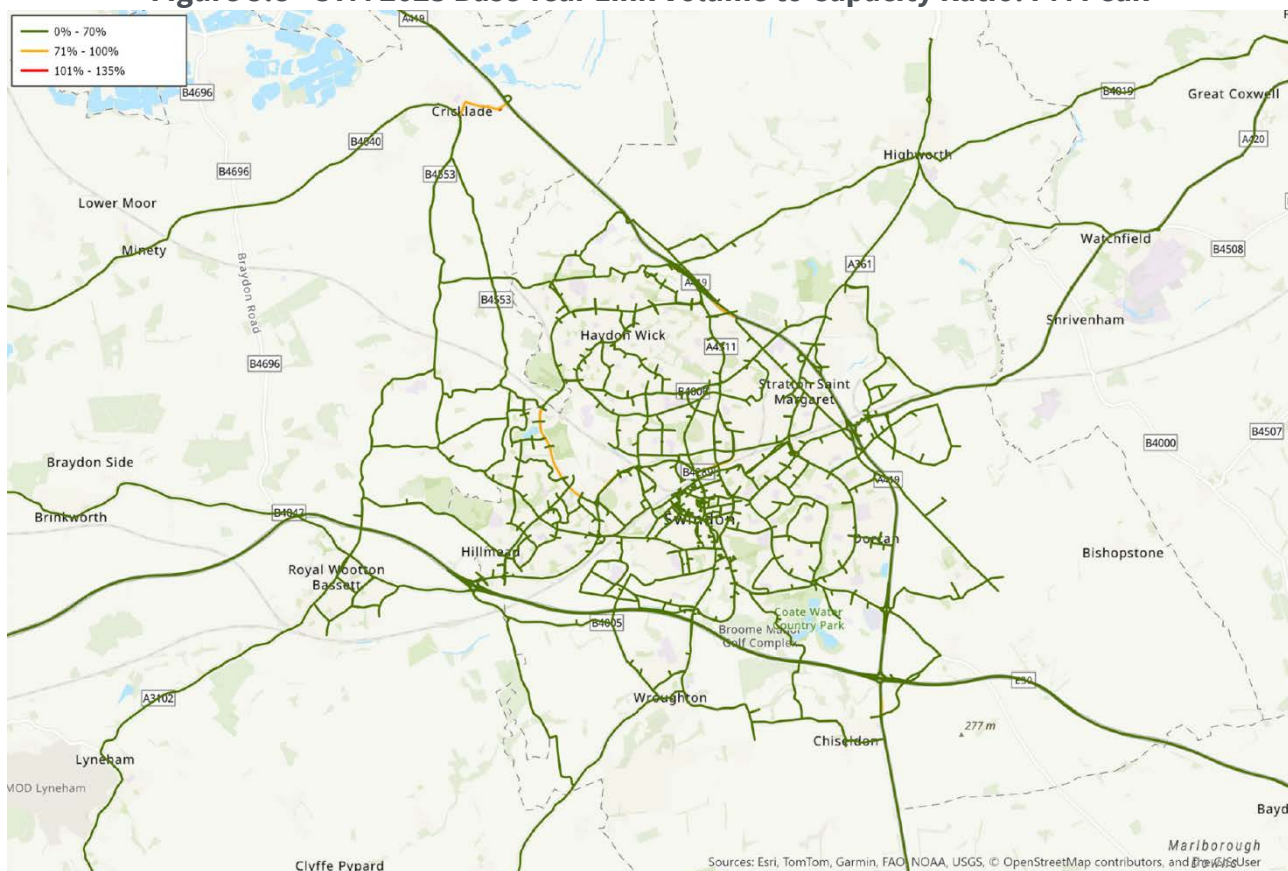
Source: Amey, STM_2023_StressTest_300426 (2026)

Figure 5.7 - STM 2023 Base Year Link Volume to Capacity Ratio: Inter Peak



Source: Amey, STM_2023_StressTest_300426 (2026)

Figure 5.8 - STM 2023 Base Year Link Volume to Capacity Ratio: PM Peak



Source: Amey, STM_2023_StressTest_300426 (2026)

Public Transport

Rail

- 5.14 Swindon station sits on the Great Western Main Line, providing direct services to London, Bristol, South Wales and, via the Golden Valley line, to Gloucester and Cheltenham. The typical weekday service pattern is summarised in **Table 5.3**. All services at Swindon are operated by Great Western Railway (GWR).

Table 5.3 - Typical Weekday Rail Departures from Swindon

Destination	AM Peak trains/hr	Inter Peak trains/hr	PM Peak trains/hr	Weekday departures	First	Last
London Paddington	4.7	5.0	5.0	80	05:28	23:32
Bristol Temple Meads via Bath	2.0	2.0	2.0	34	06:59	00:37
South Wales via Bristol Parkway	1.7	2.0	2.0	31	06:21	00:01
Gloucester and Cheltenham Spa	1.3	1.0	1.0	20	06:32	23:42
Westbury via Melksham and Trowbridge	0.3	0.5	0.7	9	06:03	22:31
All destinations	10.0	10.5	10.7	174	05:28	00:37

Source: National Rail Timetable, 17 May to 12 December 2026, Table 125, Mondays to Fridays. Trains per hour are average departures per hour within each period. A small number of services carry date restrictions within the timetable period. Saturday and Sunday services are not shown.

5.15 As shown in **Table 5.3**, there are approximately 175 weekday departures, comprising:

- Five trains per hour to London Paddington, with a journey time of around one hour.
- Two trains per hour to Bristol Temple Meads via Bath, several extended to Weston-super-Mare or Taunton.
- Two trains per hour to South Wales via Bristol Parkway, serving Newport and Cardiff Central with alternate trains continuing to Swansea or Carmarthen.
- One train per hour to Gloucester and Cheltenham Spa; and,
- A roughly two-hourly service to Westbury via Melksham and Trowbridge.

5.16 The frequency is maintained through the inter-peak and the evening, with first departures before 06:30 and last departures after 23:00 on the main corridors.

5.17 **Table 5.4** provides a summary of annual usage at Swindon station. **Table 5.4** shows that passenger levels have recovered strongly since the pandemic. Estimates of station usage record 3.15 million entries and exits at Swindon in 2024/25, up from 2.83 million in 2023/24 and 2.05 million in 2021/22, and equivalent to 85% of the 2019/20 figure of 3.71 million and 84% of the 2018/19 peak of 3.76 million. A further 0.23 million passengers interchanged at Swindon in 2024/25, compared with 0.27 million in 2018/19. Swindon is the busiest station in Wiltshire and the third busiest in the South West.

Table 5.4 - Swindon Station Usage

Year (April to March)	Entries and exits (million)	Interchanges (million)
2018/19	3.76	0.27
2019/20	3.71	0.17
2020/21	0.65	0.03
2021/22	2.05	0.10
2022/23	2.59	0.19
2023/24	2.83	0.22
2024/25	3.15	0.23

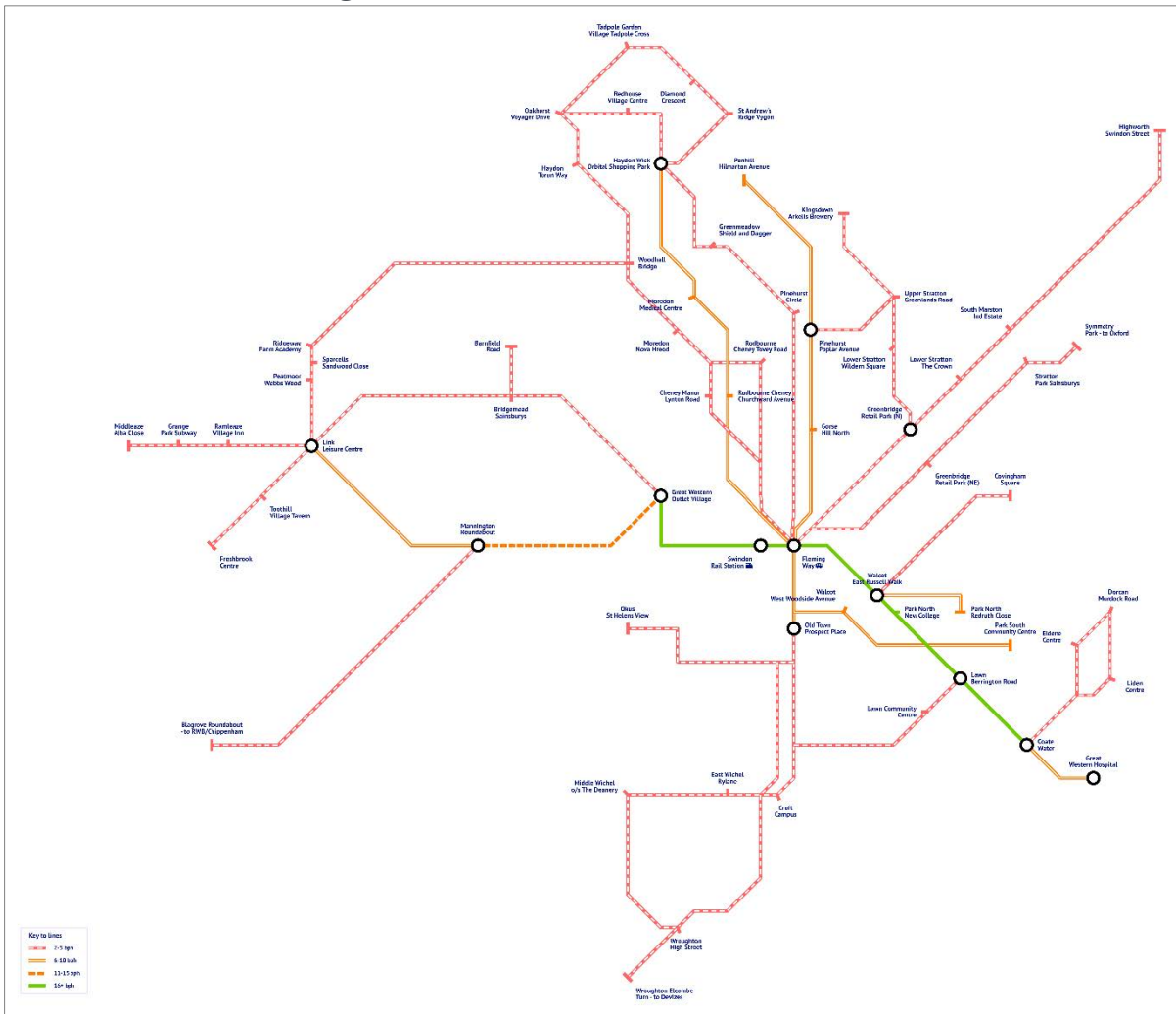
* Source: ORR Estimates of Station Usage, Table 1415a and 1415b, published December 2025.

- 5.18 In November 2024 the ORR granted conditional approval for Go-op, an open access operator, to run services between Swindon, Taunton and Weston-super-Mare, to start by December 2026. This would add a direct link to the Wessex Main Line corridor and is a potential change to the service pattern within the Local Plan period.
- 5.19 The station is served from a single frontage on Station Road, on the town centre side of the railway. The railway is a barrier between the town centre and northern parts of Swindon, with vehicular crossings limited to the A4289 Great Western Way and the local road bridges. This has been identified as a major cause of severance for access into the town centre by all modes.
- 5.20 The service frequency recorded in **Table 5.3** is relevant to the NPPF (2026) presumption in favour of development close to well served stations. With five trains per hour to London and around ten departures per hour in total through the day, Swindon meets the NPPF (2026) definition of a well-connected station, supporting the town centre focus of the spatial strategy.

Bus

- 5.21 Local bus services in Swindon are provided by Swindon's Bus Company and by Stagecoach West. SBC financially supports a small number of evening, Sunday and socially necessary services. The network is delivered through the Enhanced Partnership in place since September 2023, under the BSIP which runs to 2035.
- 5.22 The network is planned around a core network of high frequency corridors radiating from the town centre, shown in **Figure 5.9**, supported by DRT in the areas that do not sustain a service of at least two buses per hour.

Figure 5.9 - Swindon Core Network Bus Routes



Source: SBC BSIP (2026), Swindon Key Core Network Bus Routes - April 2026

- 5.23 The BSIP records that town services operate at daytime frequencies of between two and six buses per hour, with 44% of Swindon's Bus Company routes running every 15 minutes or better. Highworth, Wroughton and Royal Wootton Bassett have at least two to four buses per hour into Swindon.
- 5.24 The core network operates at 16 or more buses per hour on the central spine between the Great Western Outlet Village, the railway station, Fleming Way and Coate Water, 11 to 15 buses per hour between Mannington and the Outlet Village, six to ten buses per hour on the Link Centre to Mannington, Haydon Wick to town centre (via Moredon and via Rodbourne), Park North and Coate Water to Great Western Hospital corridors, and two to five buses per hour on the remainder of the network, including Tadpole Garden Village, Wichelstowe, Highworth and Wroughton. The key services are summarised in **Table 5.5**.

Table 5.5 - Key Bus Services

Service	Operator	Corridor	Daytime (per hour per direction)	Evening service	Sunday service
1 / 1A / 1B	Swindon's Bus Company	West Swindon (Grange Park, Ramleaze, Haydon Wick) to Badbury Wick via Link Centre, Mannington, Outlet Village, Fleming Way and Great Western Hospital	5.8	Yes	Yes
2	Swindon's Bus Company	Fleming Way to Covingham	2.8	Yes	Yes
4	Stagecoach West	Fleming Way to Tadpole Garden Village (St Andrews Ridge) via Orbital Shopping Park	2.8	Yes	Yes
5	Swindon's Bus Company	Haydon Wick (Orbital Shopping Park) to Park North via Moredon, Fleming Way and the town centre	5.8	Yes	Yes
S6	Stagecoach West	Swindon to Faringdon and Oxford via Greenbridge and South Marston	2.8	Yes	Yes
7	Stagecoach West	Freshbrook to Highworth via the town centre, Greenbridge and South Marston	2.9	Yes	Yes
8	Stagecoach West	Fleming Way to Lower Stratton via Gorse Hill and Kingsdown Road	1.9	Yes	Yes
9	Swindon's Bus Company	Fleming Way to Wroughton via Wichelstowe	1.9	No	Yes
11 / 15	Swindon's Bus Company	Oakhurst and Haydon Wick to town centre via Redhouse and Pinehurst	3.9	Yes	Yes
12	Swindon's Bus Company	Oakhurst to Great Western Hospital via Pinehurst, the railway station, Fleming Way and Lawn	1.9	Yes	Yes
13 / 14	Swindon's Bus Company	Fleming Way to Liden (Snodshill) via Coate and Eldene	5.4	Yes	Yes
16	Swindon's Bus Company	Fleming Way to Broad Blunsdon via Orbital Shopping Park	0.5	No	No
17	Swindon's Bus Company	Penhill to Park South via Gorse Hill, the railway station, Fleming Way and Walcot	5.5	Yes	Yes
22	Swindon's Bus Company	Okus (Old Town) to Barnfield via the railway station and Fleming Way	1.8	Yes	No
49	Stagecoach West	Swindon to Wroughton, Avebury and Devizes	1.8	Yes	Yes
51 / 53	Stagecoach West	Fleming Way to Groundwell and Haydon Wick via Stratton	1.7	Yes	Yes
55	Stagecoach West	Swindon to Royal Wootton Bassett, Calne and Chippenham via Mannington	2.9	Yes	Yes
80	Swindon's Bus Company	Fleming Way to Draycot Foliat via Great Western Hospital and Coate (Badbury Park)	0.5	Yes	Yes

Source: Bus Open Data Service (DfT), South West GTFS timetable feed, September 2026, filtered to services calling at stops in Swindon Borough (NaPTAN area 468).

- 5.25 The BSIP records that several areas which generally have a good daytime service frequency are poorly served in the evening and on Sundays. These are predominantly the large suburban expansions, such as Tadpole Garden Village, Wichelstowe and Badbury Park. South Marston and the New Eastern Villages are identified as the notable gaps in the current network.
- 5.26 Bus passenger boardings in SBC were 9.6 million in 2023/24. This is set against ridership of 11.9 million in 2019, a BSIP milestone of at least 13.5 million by the end of 2024 and a BSIP ambition of a 44% increase to at least 17.1 million by the end of 2032.
- 5.27 The 2021 Census records a bus mode share of 8.1% for Swindon residents travelling to work, excluding those not in employment and those working mainly from home, and 7.7% for people working in Swindon.

Active Travel

- 5.28 The Swindon LCWIP defines the primary and secondary walking and cycling networks within SBC, identifies infrastructure gaps and quality deficiencies, and sets out 23 prioritised schemes designed to LTN 1/20.
- 5.29 The LCWIP identifies severance as a major barrier to local journeys on foot, particularly the Great Western Main Line, for which it carries the longstanding aspiration of a walking and cycling bridge linked to the renewal of the railway station. The adopted Local Plan similarly identifies the A419 as a barrier to walking and cycling between the urban area and land to the east.
- 5.30 **Table 5.6** shows the participation in walking and cycling levels in Swindon from DfT data. This illustrates that walking and cycling within SBC is below the regional and national averages and has fallen since 2018. In 2023, 63.9% of adults in Swindon walked or cycled at least once a week, compared to 75.1% in the South West and 70.9% in England, down from 68.2% in 2018. For travel purposes the Swindon figure fell from 40.6% to 34.0% over the same period, compared to 38.0% in the South West and 39.2% in England.

Table 5.6 - Proportion of Adults Walking or Cycling At Least Once Per Week (%)

Purpose	Area	2018	2019	2023
Any purpose	Swindon	68.2%	70.6%	63.9%
	South West	74.8%	77.1%	75.1%
	England	71.7%	73.2%	70.9%
For travel	Swindon	40.6%	43.3%	34.0%
	South West	41.7%	42.2%	38.0%
	England	44.1%	44.1%	39.2%

5.31 **Figure 5.10** shows the existing primary and secondary networks, the missing links and the LCWIP schemes against the proposed growth locations. The primary network is concentrated in the urban area west of the A419 and radiates from the town centre, with the missing links falling at the edges of the built-up area and on the approaches to Wichelstowe, Kingsdown, Tadpole North and the New Eastern Villages.

Figure 5.10 - Existing Walking and Cycling Network and LCWIP Schemes



Source: SBC LCWIP, January 2022 (Supporting Map)

Travel Patterns and Behaviour

- 5.32 Travel to work patterns are summarised in TN04, provided at **Appendix E**. TN04 compares the 2011 and 2021 Census Origin Destination datasets across the Local Model Zones. Of Swindon residents commuting to a fixed workplace in 2021, 67.9% worked within Swindon, an increase of 2.1 percentage points on 2011. Wiltshire (11.2%) is the largest external destination, and the share commuting to destinations beyond the immediate neighbouring authorities fell by around 6 percentage points. Swindon is therefore strongly self-contained and became more so over the decade. **Table 5.7** summarises the average destination shares.

Table 5.7 - Commuting Destination Shares of Swindon Residents

Destination	2011 Share	2021 Share	Average Change (pp)
Swindon	65.8%	67.9%	+2.1
Cotswold	2.5%	3.2%	+0.8
West Oxfordshire	0.9%	2.1%	+1.2
Vale of White Horse	4.1%	4.0%	-0.1
West Berkshire	2.6%	3.5%	+0.9
Wiltshire	9.7%	11.2%	+1.5
Other Areas	14.4%	8.2%	-6.3

- 5.33 The 2011 comparison in **Table 5.7** shows that the pandemic date of the 2021 Census did not materially distort the car driver destination shares.
- 5.34 Mode of travel to work data is summarised in TN02a, provided at **Appendix C. Table 5.8** summarises the residential trip mode share data.

Table 5.8 - 2021 Census: Residential Trip Mode Share

Mode	Mode Share
Driving a car or van	67.54%
On foot	9.18%
Bus, minibus or coach	8.08%
Passenger in a car or van	7.39%
Bicycle	4.02%
Taxi	1.01%
Motorcycle, scooter or moped	0.68%
Train	0.63%
Underground, metro, light rail, tram	0.08%
Other method of travel to work	1.38%
Total	100.00%

- 5.35 **Table 5.8** shows that the 2021 Census recorded a car driver mode share of 67.5% for residents who live in SBC and travel to work.
- 5.36 **Table 5.9** summarises the workplace mode share data.

Table 5.9 - 2021 Census: Workplace Mode Share

Mode	Mode Share
Car driver	68.16%
On foot	9.56%
Bus, minibus or coach	7.67%
Passenger in a car or van	6.91%
Bicycle	4.06%
Train	0.68%
Other method of travel to work	1.29%
Taxi	0.88%
Motorcycle, scooter or moped	0.73%
Underground, metro, light rail, tram	0.06%
Total	100.00%

- 5.37 The 2021 Census records the proportion of working residents mainly working at or from home rising from 10.3% in 2011 to 31.2% in 2021. The 2021 data was collected during pandemic restrictions, and the Office for National Statistics advises caution in its use. **TN04** concludes that the relative destination shares remain the more defensible use of the data, that some element of the observed shift is structural, and that the magnitude of the shift is likely to overstate the true structural change. The implications for forecasting are discussed in **Chapter 8.0**.

Network Performance and Safety

Performance

- 5.38 Observed journey times on the base year network are taken from the 2023 Trafficmaster data used to validate the STM, detailed within the LMVR. Comparing the peak period and inter-peak times identifies where delay occurs on the existing network. The sections with the largest observed peak period delay are listed in **Table 5.10**.

Table 5.10 - Observed Base Year Journey Times and Delays

Section	Road	AM (s)	IP (s)	PM (s)	AM / PM penalty against IP (s)
Purton Road approach to Thamesdown Drive (northbound)	B4534 / A4198	161	162	298	0 / +136
Bruce Street Bridges, inbound	A4289	267	151	158	+116 / +6
B4019 approach to A419 Blunsdon from Highworth	B4019	154	113	204	+41 / +91
Highworth, Sams Lane approach (clockwise route end)	B4019	372	282	321	+90 / +39
Whitworth Road (A4311 northbound)	A4311	98	106	194	-8 / +89
Cheney Manor Industrial Estate (southbound)	B4587	176	110	114	+66 / +4
Transfer Bridges (clockwise)	A4289 / A4312	144	92	148	+52 / +56
Thamesdown Drive, Blagrove roundabout (southbound)	A4198	120	83	95	+37 / +12
Thamesdown Drive, Gainsborough roundabout (southbound)	A4198	108	75	84	+33 / +9
Thamesdown Drive, Mead Way roundabout (southbound)	A4198 / A3102	196	166	174	+31 / +8
Binknoll Road approach to M4 Junction 16 (inbound)	A3102	124	87	88	+37 / +1
Oakhurst Way (B4553 northbound)	B4553	154	125	154	+29 / +29
A4259 Queens Drive (inbound)	A4259	91	63	65	+28 / +2
Ermin Street through the Rat Trap (outbound)	B4006	86	59	63	+27 / +4

Source: LMVR Appendix G. Sections with a peak penalty of 25 seconds or more against the inter-peak are shown, in descending order of the larger peak penalty.

5.39 Observed delay is concentrated on the local network rather than the SRN. The largest peak period delays are at the Purton Road approach to Thamesdown Drive, at Bruce Street

Bridges on the A4289, on the B4019 approach to the A419 at Blunsdon, on the A4311 Whitworth Road corridor and on the B4587 at Cheney Manor.

- 5.40 The Thamesdown Drive corridor between Blagrove roundabout and Mead Way accumulates 30 to 40 seconds of additional delay at each roundabout in the morning peak. The only base year links above 70% volume to capacity are at the Turnpike, in Cricklade, on Mead Way and the A3102 in west Swindon, and at Hillmead. These are the pre-existing constraints against which the Local Plan impacts are assessed in **Chapter 8.0**.

Collision Data Review

- 5.41 Personal injury collision data for the most recently available five-year period from 2021 to 2025 has been obtained from the DfT road casualty statistics (STATS19) for the SBC area. **Table 5.11** summarises collisions by year and severity, and **Table 5.12** summarises casualties by user group. Annual totals are broadly stable and there is no notable trend in fatal and serious collisions. Collisions on the SRN account for 8% of the total.

Table 5.11 - Personal Injury Collision Data

Year	Fatal	Serious*	Slight*	Collisions	Casualties
2021	5	68	336	409	509
2022	5	63	357	425	522
2023	2	73	330	405	544
2024	3	60	319	382	474
2025	1	73	327	401	511
Total	16	338	1,668	2,022	2,560

* Source: DfT road casualty statistics (STATS19), Swindon (E06000030). Adjusted severity values used following DfT advice and change to injury-based recording. Adjusted values are rounded, so totals may not sum.

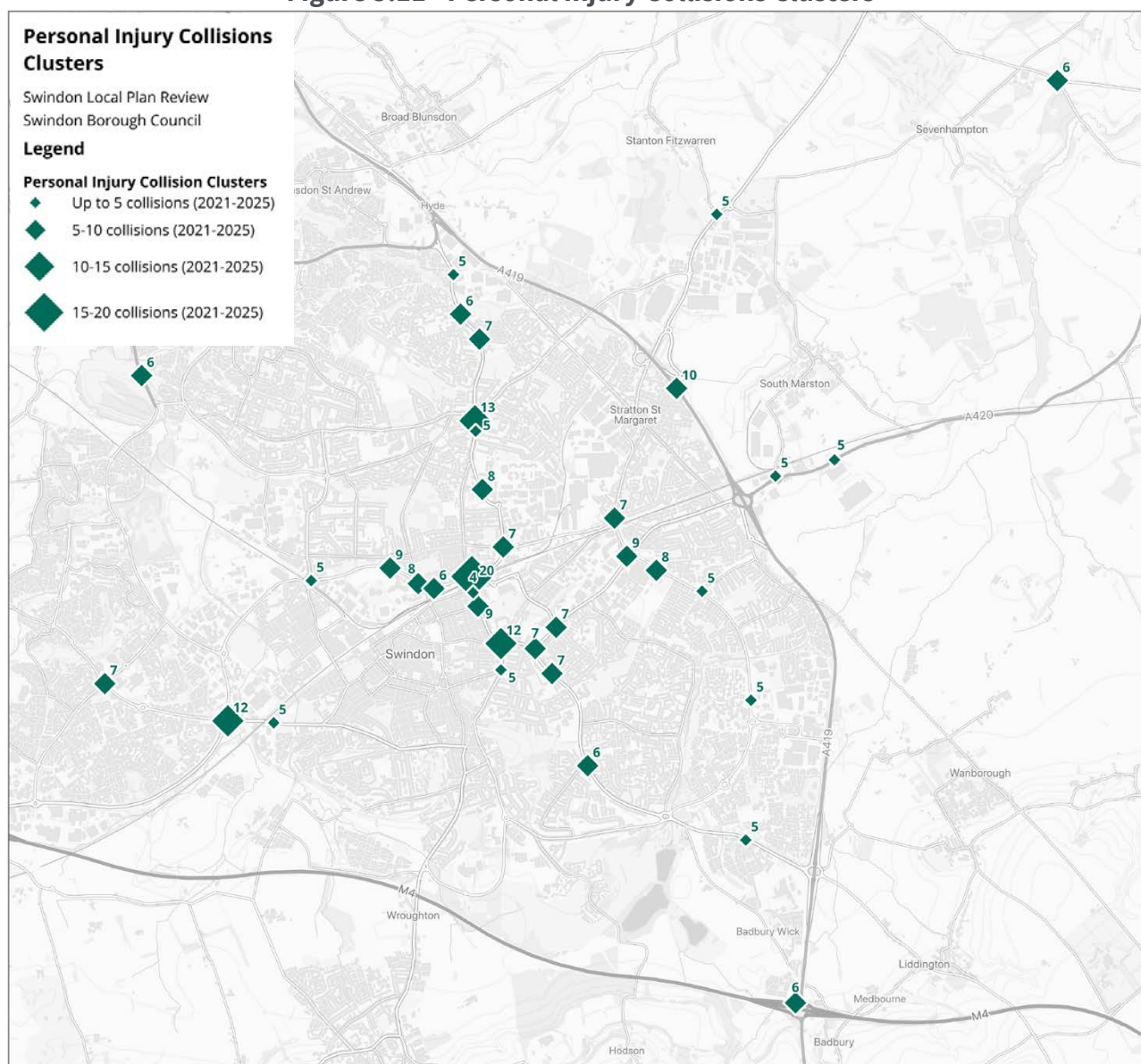
Table 5.12 - Casualties by Road User Group and Severity

Road user	Fatal	Serious*	Slight*	Total	Share of casualties	Share of killed or seriously injured
Pedestrian	7	84	197	288	11%	24%
Pedal cyclist	0	67	254	321	13%	18%
Motorcyclist	6	88	189	283	11%	25%
E-scooter rider	0	3	21	24	1%	1%
Vehicle occupant	4	113	1,527	1,644	64%	32%
All casualties	17	355	2,188	2,560	100%	100%

* Source: DfT road casualty statistics (STATS19), Swindon (E06000030). Adjusted severity values used following DfT advice and change to injury-based recording.

- 5.42 **Table 5.12** shows that vulnerable road users (pedestrian, pedal cyclist, motorcycle and E-scooter rider) account for 36% of casualties but 68% of those killed or seriously injured.
- 5.43 Collision sites have been identified using two screening tests in common use by highway authorities for cluster site investigation. These comprise:
- Five or more personal injury collisions within a 50m radius in the most recent three years (2023 to 2025), which identifies sites with recurring collisions; and,
 - Three or more fatal or serious collisions within 50m over the five years 2021 to 2025, which identifies sites with severe outcomes that the frequency test would miss.
- 5.44 Sites within 75m of one another are combined. The 36 sites meeting either test are shown in **Figure 5.11**.

Figure 5.11 - Personal Injury Collisions Clusters



* Source: DfT road casualty statistics (STATS19), Swindon (E06000030).

- 5.45 The sites are almost all roundabouts and signalised junctions on the radial corridors into the town centre and in the town centre itself. Three sites meet both tests and all are on the A4311 Cricklade Road, at Gorse Hill, Stratton Crossroads and Kembrey Park. Gorse Hill and Stratton Crossroads also have the highest vulnerable road user casualty numbers, followed by the Magic Roundabout and Mannington roundabout.
- 5.46 Two sites are on the SRN: a section of the A419 southbound at the former Honda plant, with no fatal or serious collisions and no vulnerable road user casualties, and M4 Junction 15 at Badbury Wick, with one fatal collision over the five years.

Key Issues and Opportunities

- 5.47 The baseline evidence identifies the challenges and opportunities the Local Plan strategy should respond to, summarised at **Table 5.13**.

Table 5.13 - Baseline Issues and Opportunities

Issue or opportunity	Evidence	Considered in this TA
Peak period delay concentrated on the local network rather than the SRN, notably at the Purton Road approach to Thamesdown Drive, Bruce Street Bridges, the B4019 approach to Blunsdon, Whitworth Road and Cheney Manor	STM 2023 base year and LMVR (February 2026), 2023 Trafficmaster journey time data (Table 5.10)	Chapters 7.0 and 8.0
The SRN at M4 Junctions 15 and 16 and on the A419 operates below 70% V/C in the base year, with localised pressure at the Turnpike and background traffic growth expected from the A417 Missing Link reassignment (up to +10% on A419 sections)	STM 2023 base year and LMVR (Table 5.1 and Table 5.2), A419 Corridor Forecasting Note, A417 Missing Link ComMA and Full Business Case, DfT Circular 01/2022	Chapter 8.0
Severance of the town centre from northern Swindon by the railway line, and of the eastern growth area by the A419, limiting walking and cycling access	Swindon LCWIP, adopted Local Plan 2026, rail crossing constraints at Swindon station	Chapters 6.0 and 8.0
Swindon is a high frequency station, with around ten departures per hour (five to London) and usage recovered to 85% of the 2019/20 level, supporting a town centre focus for growth. Access is limited to a single frontage on the town centre side of the railway	GWR timetable (Table 5.3), ORR Estimates of Station Usage (Table 5.4), ORR Go-op open access approval	Chapters 6.0 and 7.0
Bus patronage below its 2019 level (9.6 million boardings in 2023/24 against 11.9 million in 2019), an 8.1% bus mode share for journeys to work, and weak evening and Sunday services in the suburban expansions, with South Marston and the NEV the notable gaps in the network	BSIP, 2021 Census, Table 5.5	Chapter 7.0
Walking and cycling participation below the regional and national averages and falling, with 63.9% of adults walking or cycling weekly in 2023 against 75.1% in the South West, and participation for travel purposes down from 40.6% to 34.0% since 2018	DfT walking and cycling statistics (Figure 5.6), Swindon LCWIP	Chapter 7.0
Missing links in the walking and cycling network at the edges of the built-up area and on the approaches to Wichelstowe, Kingsdown, Tadpole North and the	Swindon LCWIP, Figure 5.10	Chapters 7.0 and 8.0

Issue or opportunity	Evidence	Considered in this TA
NEV, with 23 prioritised LCWIP schemes designed to LTN 1/20		
2,022 personal injury collisions between 2021 and 2025, with vulnerable road users accounting for 36% of casualties but 68% of those killed or seriously injured, and 36 collision sites concentrated at roundabouts and signalised junctions on the town centre radials, notably Stratton Crossroads, Mannington, the Magic Roundabout and Gorse Hill	DfT road casualty statistics (STATS19), Table 5.11 and Table 5.12, Figure 5.11	Chapters 7.0 and 8.0
	TN04, 2021 Census (Table 5.7 and Table 5.8)	Chapters 7.0 and 8.0
Working mainly from home rose from 10.3% in 2011 to 31.2% in 2021, but the 2021 Census was collected during pandemic restrictions and is likely to overstate the structural change, creating uncertainty in forecast travel demand	2021 Census, TN04	Chapter 8.0
	Swindon Parking Review, TN02a	Chapter 7.0
An established sustainable transport delivery framework (BSIP Quality Bus Corridors, LCWIP schemes, Travel Plans and Parking Standards SPDs) onto which Local Plan mitigation can build	BSIP, Swindon LCWIP, Swindon Travel Plans SPD, Parking Standards SPD	Chapters 7.0 and 8.0

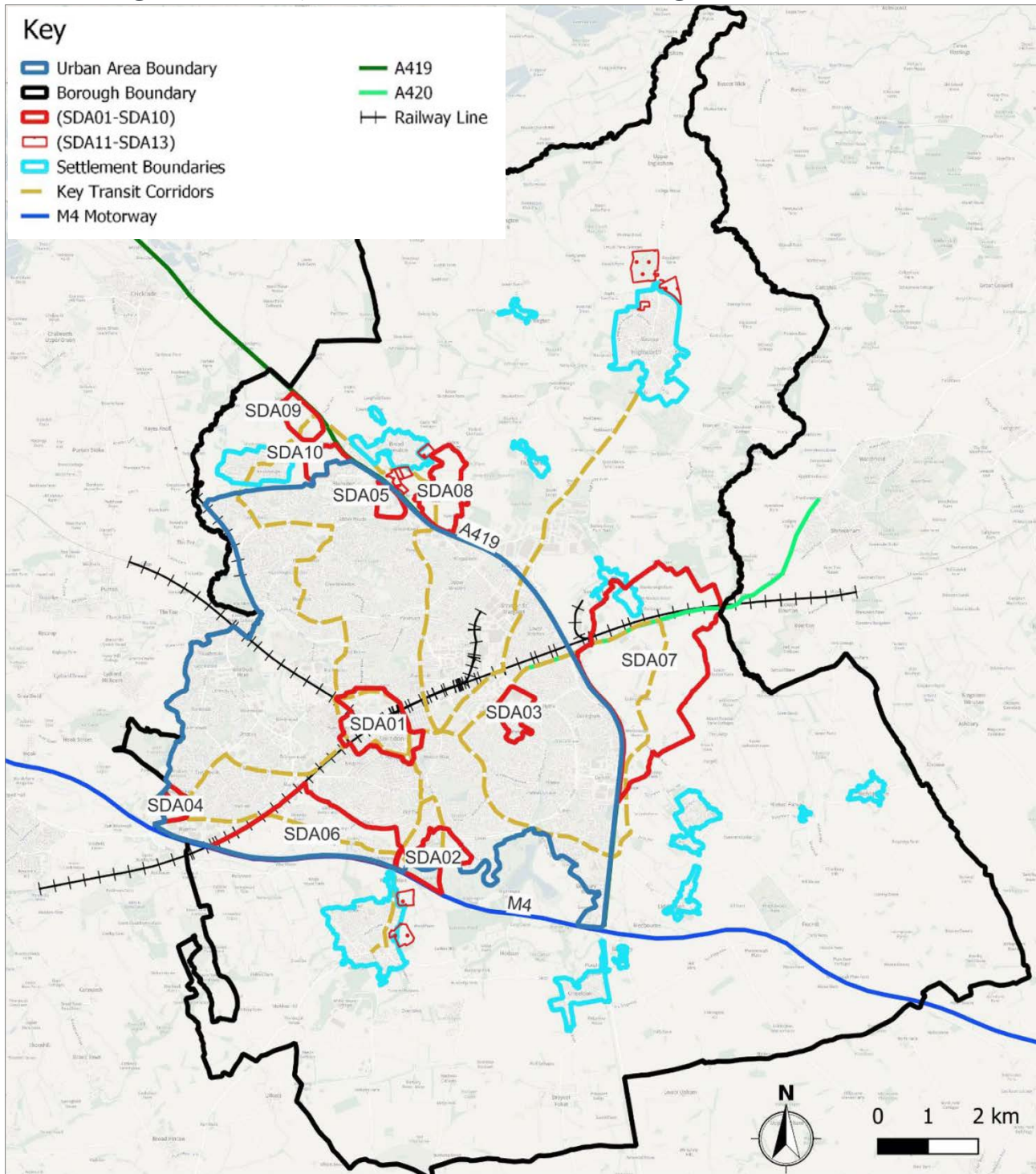
6.0 PROPOSED DEVELOPMENT: SPATIAL STRATEGY AND SITE ALLOCATIONS

- 6.1 This chapter sets out the development proposed by the LP2043 and which this TA tests. It summarises the spatial strategy and the site allocations, describes the transport case for each SDA and defines the committed baseline that forms the Future Baseline. The committed baseline is defined by the Development Uncertainty Log at **Appendix F** and the committed transport schemes by the Highways Uncertainty Log at **Appendix G**.

Overview of the Strategy

- 6.2 Policy HC1 sets the housing requirement at a minimum of 1,203 dwellings per annum, 21,654 dwellings between 2025/26 and 2042/43. Policy SS1 outlines how that growth will be achieved by:
- directing growth to Swindon's Central Area, with a mix of homes and employment including new office floorspace (Policy SDA01)
 - focusing development in the wider urban area on underutilised brownfield land at Pipers Way, Marlowe Avenue, Windmill Hill and Gateway North (Policies SDA02 to SDA05) and along the key transit corridors
 - developing comprehensively planned new communities at Wichelstowe, the New Eastern Villages (NEV), Kingsdown, North Tadpole and Blunsdon St Andrew (Policies SDA06 to SDA10)
 - supporting proportionate development at the Rural Service Centres and larger villages of Highworth, Wroughton and Broad Blunsdon (Policies SDA11 to SDA13)
 - locating new industrial and warehouse land well in relation to the strategic road network (Policy E2); and,
 - safeguarding and intensifying the existing employment areas in proportion to their access to the key transit corridors (Policy E3).
- 6.3 The spatial pattern is shown on the Key Diagram, reproduced at **Figure 6.1**.

Figure 6.1 - SDAs, Key Transit Corridors and Strategic Transport Network



Regulation 19 Publication Local Plan, Figure 1 (SBC, September 2026).

6.4 Table 11 of the Housing Delivery Topic Paper identifies a housing supply of 24,998 dwellings over the plan period against the 21,654 requirement. The supply comprises:

- 676 net completions in 2025/26
- 1,976 dwellings on non-strategic commitments
- a windfall allowance of 1,190 dwellings, less a non-implementation adjustment of 174 dwellings

- 9,237 dwellings on strategic commitments within the SDAs; and,
- 12,093 dwellings on new SDA allocations.

6.5 The SDAs provide for at least 21,330 homes in the plan period. A further 1,947 homes have capacity beyond 2043 at Polaris House (900), Marlowe Avenue (500), Kingsdown (252), Bridge Street/Fleet Street (200), Windmill Hill (50) and The Parade (45). **Table 6.1** also sets out the employment floorspace allocated under Policy E2.

Table 6.1 - Regulation 19 Allocations by Sustainable Development Area

SDA	Sites	Homes in LP2043	Of which Strategic Commitments	Homes beyond 2043	Employment Floorspace	STM zone
SDA01 Swindon's Central Area	CA01 to CA15	4,014	712	1,145	76,000 sqm offices and R&D, 27,000 sqm light industrial, warehousing or data centre	Central; Central South (CA10, CA15)
SDA02 Pipers Way Urban Regeneration Area	PW01 to PW04	883	112	-	-	Central South
SDA03 Marlowe Avenue Urban Regeneration Area	MA01	0	0	500	Continuation of employment use	Central East
SDA04 Windmill Hill	WH01	550	0	50	Offices and nursery retained	West
SDA05 Gateway North	GN01, GN02	459	0	-	Approximately 5,500 sqm industrial floorspace reprovided	North
SDA06 Wichelstowe	WS01	2,336	1,288	-	-	South
SDA07 New Eastern Villages	NEV01 to NEV08	8,647	7,125	-	9,000 sqm offices, 26,000 sqm industrial and warehousing	North East; South East
SDA08 Kingsdown	KSD01 to KSD03	1,489	0	252	-	North East

SDA	Sites	Homes in LP2043	Of which Strategic Commitments	Homes beyond 2043	Employment Floorspace	STM zone
SDA09 North Tadpole	NT01, NT02	600	0	-	-	North
SDA10 Land adjoining Blunsdon St Andrew	BA01, BA02	760	0	-	-	North
SDA11 Land at Highworth	HW01 to HW03	805	0	-	-	North East
SDA12 Land at Wroughton	WR01, WR02	485	0	-	-	South
SDA13 Land at Broad Blunsdon	BB01 to BB05	302	0	-	-	North East
Total	49 sites	21,330	9,237	1,947	85,000 sqm offices and R&D; 53,000 sqm industrial and warehousing	

Homes, strategic commitments and phasing from Table 11 of the Housing Delivery Topic Paper. Sites from Policies SDA01 to SDA13. Employment floorspace from Table E2.1.

6.6 The figures cited in this chapter reconcile to the Housing Delivery Topic Paper, the uncertainty logs and the model inputs as set out in **Table 6.2**.

Table 6.2 - Housing Proposals Reconciliation

Item	Net dwellings	Source	Treatment in this TA
Housing requirement 2025/26 to 2042/43	21,654	Policy HC1	Context for the supply tested
Total housing supply 2025/26 to 2042/43	24,998	Housing Delivery Topic Paper Table 11	The supply tested in the 2043 forecast year
Of which SDA homes in the plan period	21,330	Housing Delivery Topic Paper Table 11	Loaded by SDA and STM zone
Of which SDA capacity beyond 2043	1,947	Housing Delivery Topic Paper Table 11	Not modelled in the 2043 forecast year
Committed baseline in the plan period	16,175	Development Uncertainty Log (Appendix F)	

- 6.7 Policy E1 plans for a net increase of 72,000 sqm of office floorspace and 640,000 sqm of industrial and warehousing floorspace over 2023 to 2043. Policy E2 allocates 138,000 sqm, comprising 85,000 sqm of offices and R&D and 53,000 sqm of light industrial and warehousing, with approximately 5,500 sqm of industrial floorspace reprovided at Gateway North.
- 6.8 Some 76,000 sqm of the office floorspace is in the Central Area, reflecting the recentralisation of offices to the town centre through the sequential approach in Policy E1. The bulk of the industrial requirement is met by Panattoni Park, consented under S/OUT/22/0284 for up to 672,000 sqm and carried in the committed baseline.

Strategic Growth Areas

- 6.9 The transport case for each SDA is summarised below. It draws on the Regulation 19 LP2043 policies, the Housing Delivery Topic Paper trajectories, the uncertainty logs, the BSIP, the bus provision analysis in Chapter **5.0** and the trip rate review in TN01 (**Appendix B**).
- 6.10 The phasing of the SDAs is summarised in **Table 6.3**. 4,196 dwellings (20%) are programmed before 31 March 2031 with 11,996 (56%) before 31 March 2036. The remaining 9,334 dwellings (44%) fall in the last seven years of the plan period, and the Central Area, Kingsdown and Windmill Hill deliver almost entirely after 2036. The 2043 forecast year therefore captures the whole of the plan period quantum.

Table 6.3 - SDA Phasing

SDA	First delivery year	Cumulative to 03/2031	Cumulative to 03/2036	Cumulative to 03/2043	Beyond 2043
SDA01 Swindon's Central Area	2033/34	0	902	4,014	1,145
SDA02 Pipers Way	2026/27	112	873	883	0
SDA03 Marlowe Avenue	Beyond 2043	0	0	0	500
SDA04 Windmill Hill	2037/38	0	0	550	50
SDA05 Gateway North	2031/32	0	369	459	0
SDA06 Wichelstowe	2026/27	1,063	2,288	2,336	0
SDA07 New Eastern Villages	2026/27	3,021	6,337	8,647	0
SDA08 Kingsdown	2036/37	0	0	1,489	252
SDA09 North Tadpole	2034/35	0	140	600	0
SDA10 Blunsdon St Andrew	2032/33	0	355	760	0
SDA11 Highworth	2031/32	0	350	805	0
SDA12 Wroughton	2032/33	0	235	485	0
SDA13 Broad Blunsdon	2033/34	0	147	302	0
Total		4,196	11,996	21,330	1,947

Housing Delivery Topic Paper, Table 11

Swindon's Central Area (SDA01)

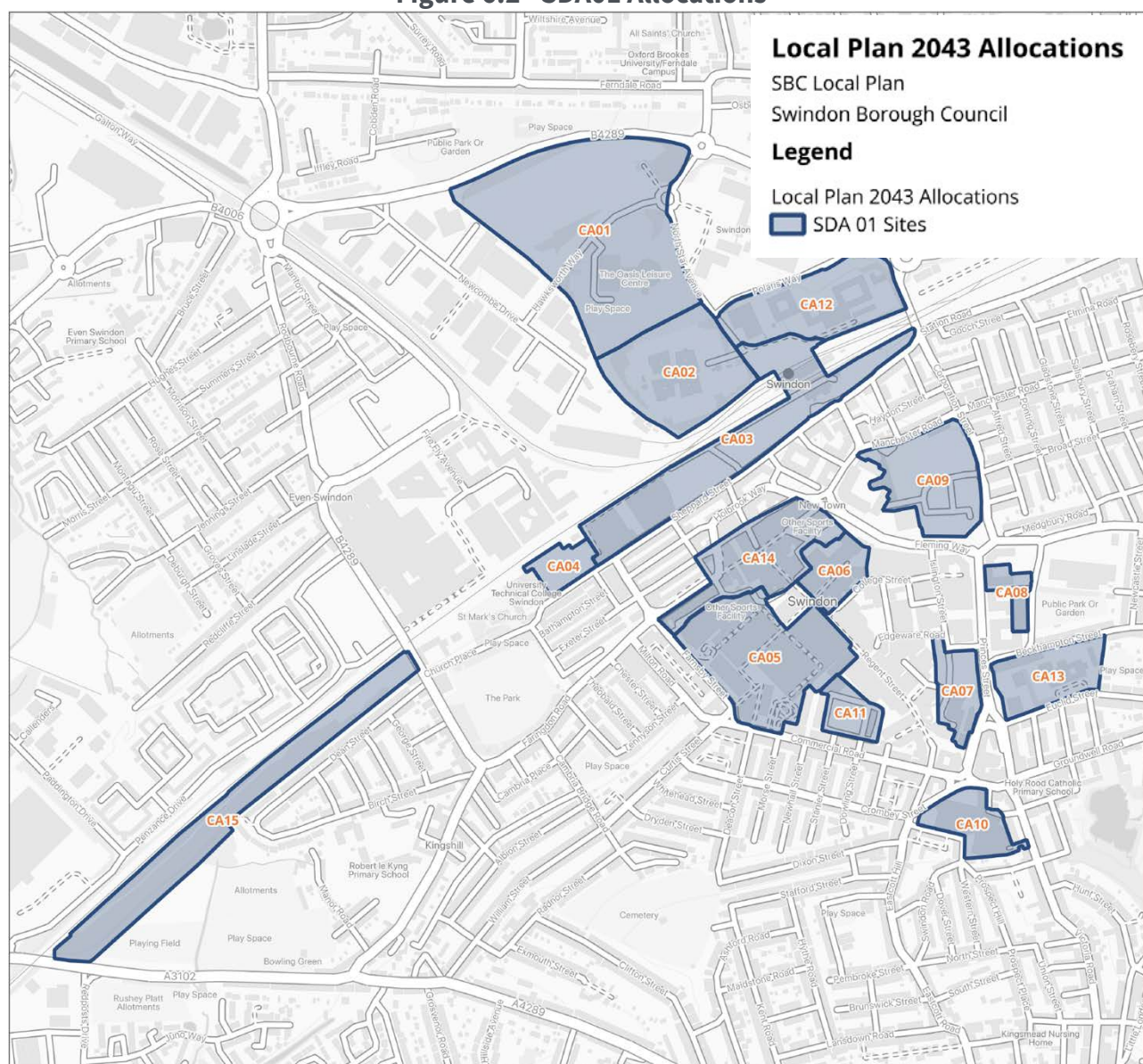
6.11 The sites contained within SDA01 are outlined in **Table 6.4**, and shown in **Figure 6.2**.

Table 6.4 - SDA01 Swindon's Central Area Summary

Item	Summary
Homes in LP2043 period	4,014 homes
Employment floorspace	76,000 sqm offices and R&D (CA01, CA03, CA09 and CA14) 27,000 sqm light industrial, warehousing or data centre (CA01)
Sites	CA01 North Star, 550 homes CA02 North Star House, 415 homes CA03 Swindon station redevelopment (employment only) CA04 Bristol Street car park, 52 homes CA05 Brunel Quarter, 1,000 homes CA06 The Parade, 200 homes CA07 Wyvern Square, 500 homes CA08 Spring Gardens, 60 homes CA09 Kimmerfields, 450 homes CA10 Regent Circus, 250 homes CA11 Granville Street car park, 160 homes CA12 Polaris House (beyond 2043) CA13 Civic Campus, 115 homes CA14 Bridge Street/Fleet Street (beyond 2043) CA15 Newburn Sidings, 262 homes
Planning status	Kimmerfields outline S/11/0614 (committed, UL001) Newburn Sidings outline S/OUT/21/0181 granted (committed, UL340) North Star House and Regent Circus at pre-application Remainder allocation only
SBC trajectory	First completions 2033/34 902 by 2036 4,014 by 2043 (78% after 2036)
STM zone and Two-way AM/PM vehicle trip rate	Central: 0.249 AM, 0.273 PM Central South (CA10, CA15): 0.470 AM, 0.456 PM
Bus provision within 400m of the sites	24 to 26 buses per hour at every site; direct access to Swindon station

Item	Summary
Transport infrastructure required by the policy	Public transport and active travel improvements Station northern access and south side interchange Repair of severance by the railway and major roads No car parking expected for new homes (Policies SDA01 and ST9)
Highways Uncertainty Log entries	UL07 station northern access (Reasonably Foreseeable) UL11 Redposts Drive junction arm (Near Certain)
Committed Baseline / LP2043 Growth	712 homes / 3,302 homes

Figure 6.2 - SDA01 Allocations



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- 6.12 The Central Area carries the lowest vehicle trip rates in SBC, the highest bus provision of any allocation and direct access to Swindon station. 38.1% of households in the Output Areas covering the Sector 1 Central Parking Zone have no car. Policy ST9 encourages car-free residential development in the town centre and Policy SDA01 states that new residential development will not be expected to provide car parking. The movement framework is set by the Heart of Swindon Vision, with Policy SDA01 requiring proposals to deliver upon this vision.
- 6.13 The SBC trajectory programmes 78% of the Central Area supply after 2036. Of the 4,014 homes in the plan period, the 450 homes at Kimmerfields and the 262 homes at Newburn Sidings, where outline permission has been granted, are committed and carried in the committed baseline. The remaining 3,302 homes and the whole of the 76,000 sqm of office floorspace are LP2043 growth.

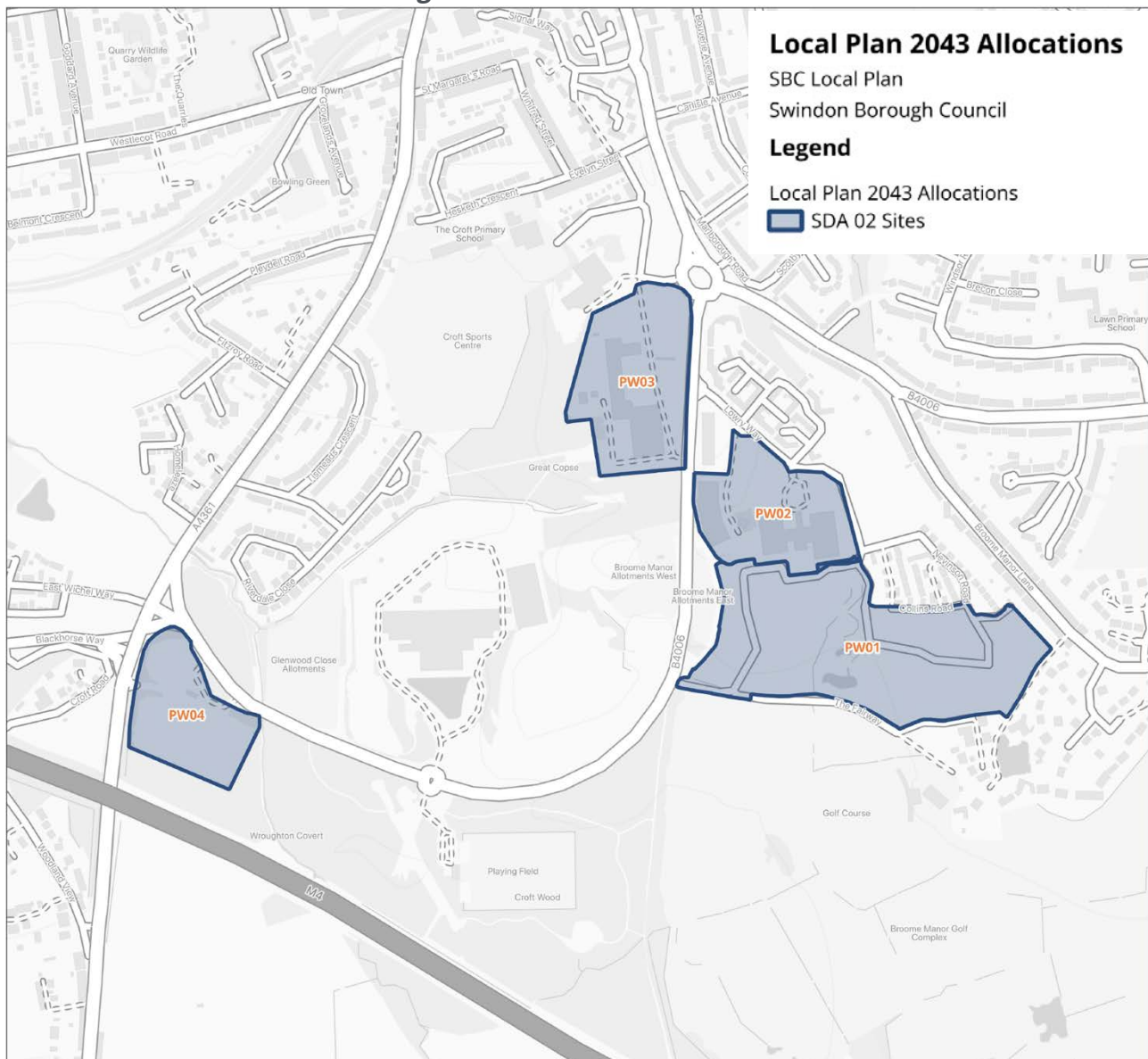
Pipers Way Urban Regeneration Area (SDA02)

- 6.14 The sites contained within SDA02 are outlined in **Table 6.5**, and shown in **Figure 6.3**.

Table 6.5 - SDA02 Pipers Way Urban Regeneration Area Summary

Item	Summary
Homes in LP2043 period	883 homes
Sites	PW01 Marlborough Park 282 homes PW02 Wakefield House 175 homes PW03 Former Intel campus 276 homes PW04 Former Wroughton Park and Ride 150 homes
Planning status	
SBC trajectory	112 in 2026/27 to 2027/28; allocations 2031/32 to 2036/37; 873 by 2036
STM zone and Two-way AM/PM vehicle trip rate	Central South: 0.470 AM, 0.456 PM
Bus provision within 400m of the sites	2.4 to 4.4 buses per hour
Transport infrastructure required by the policy	Enhancement of and connections to the bus priority measures on Pipers Way and Croft Road
Highways Uncertainty Log entries	None
Committed Baseline / LP2043 Growth	112 homes / 771 homes

Figure 6.3 - SDA02 Allocations



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6.15 The area is served by Pipers Way (B4006), Marlborough Road and Croft Road, which crosses the M4 to Wroughton. Bus provision is modest and Policy SDA02 requires enhancement of and connections to the bus priority measures on Pipers Way and Croft Road. The loss of the Wroughton Park and Ride site to housing removes a Park and Ride option on the southern approach.

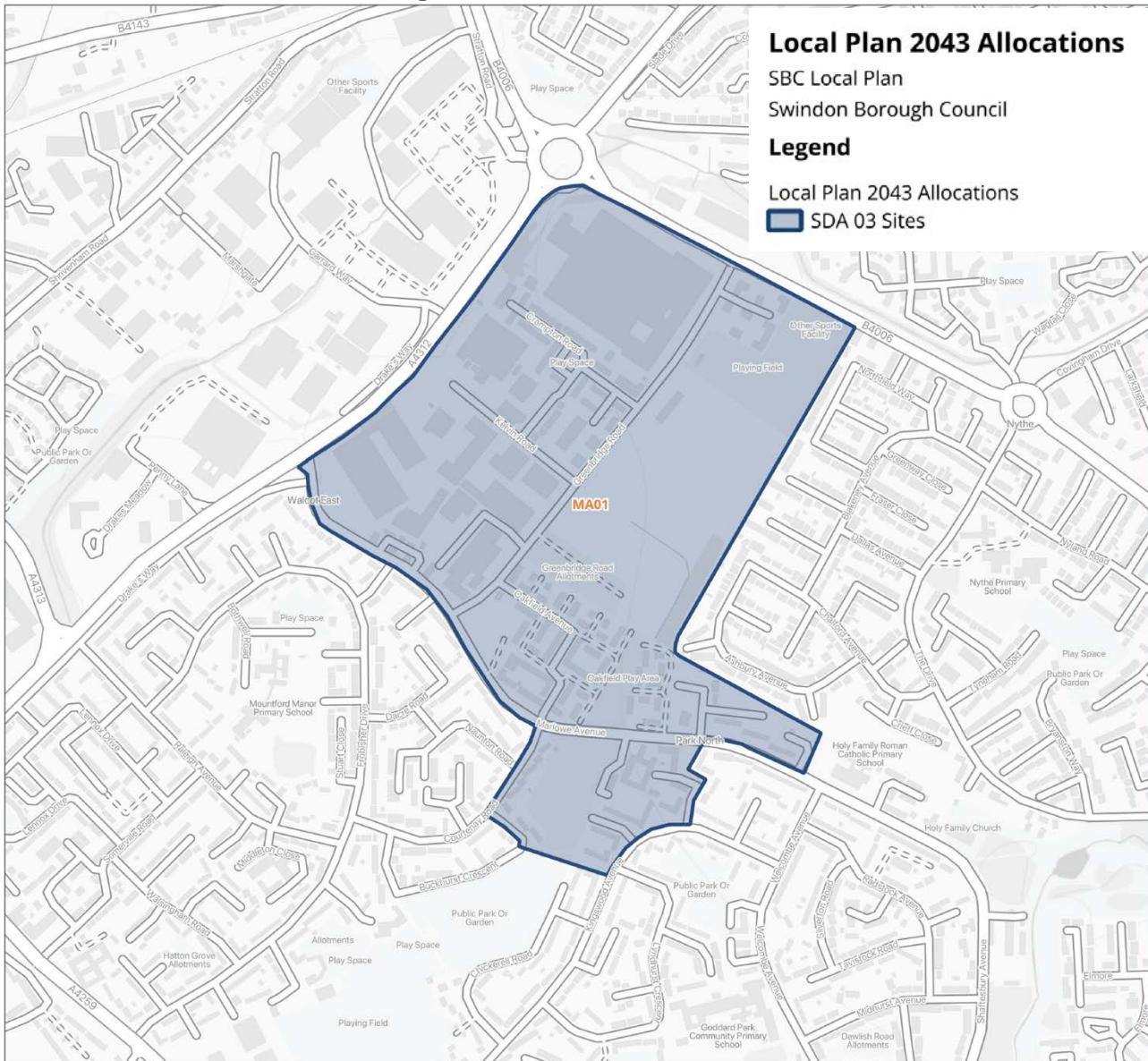
Marlowe Avenue Urban Regeneration Area (SDA03)

6.16 The sites contained within SDA03 are outlined in **Table 6.6**, and shown in **Figure 6.4**.

Table 6.6 - SDA03 Marlowe Avenue Urban Regeneration Area Summary

Item	Summary
Homes in LP2043 period	None in the plan period, aspirational capacity for 500 homes beyond 2043
Sites	MA01 Marlowe Avenue Urban Regeneration Area
Planning status	Aspirational; 219 homes at the former WH Smith site consented under S/RES/25/0392 and carried as a non-strategic commitment.
SBC trajectory	Beyond 2043
STM zone and Two-way AM/PM vehicle trip rate	Central East: 0.470 AM, 0.456 PM
Bus provision within 400m of the sites	11.7 buses per hour
Transport infrastructure required by the policy	
Highways Uncertainty Log entries	None
Committed Baseline / LP2043 Growth	0 homes / 0 homes (500 beyond 2043 not modelled)

Figure 6.4 - SDA03 Allocations



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6.17 The area is bounded by Drakes Way, Dorcan Way and Marlowe Avenue on a key transit corridor and is to be brought forward in accordance with the Marlowe Avenue Renewal Area Masterplan Vision and Design Guide (2024). Policy SDA03 requires active travel connections to the corridor. No LP2043 growth arises in the plan period and the 500 homes beyond 2043 are not modelled in the 2043 forecast year.

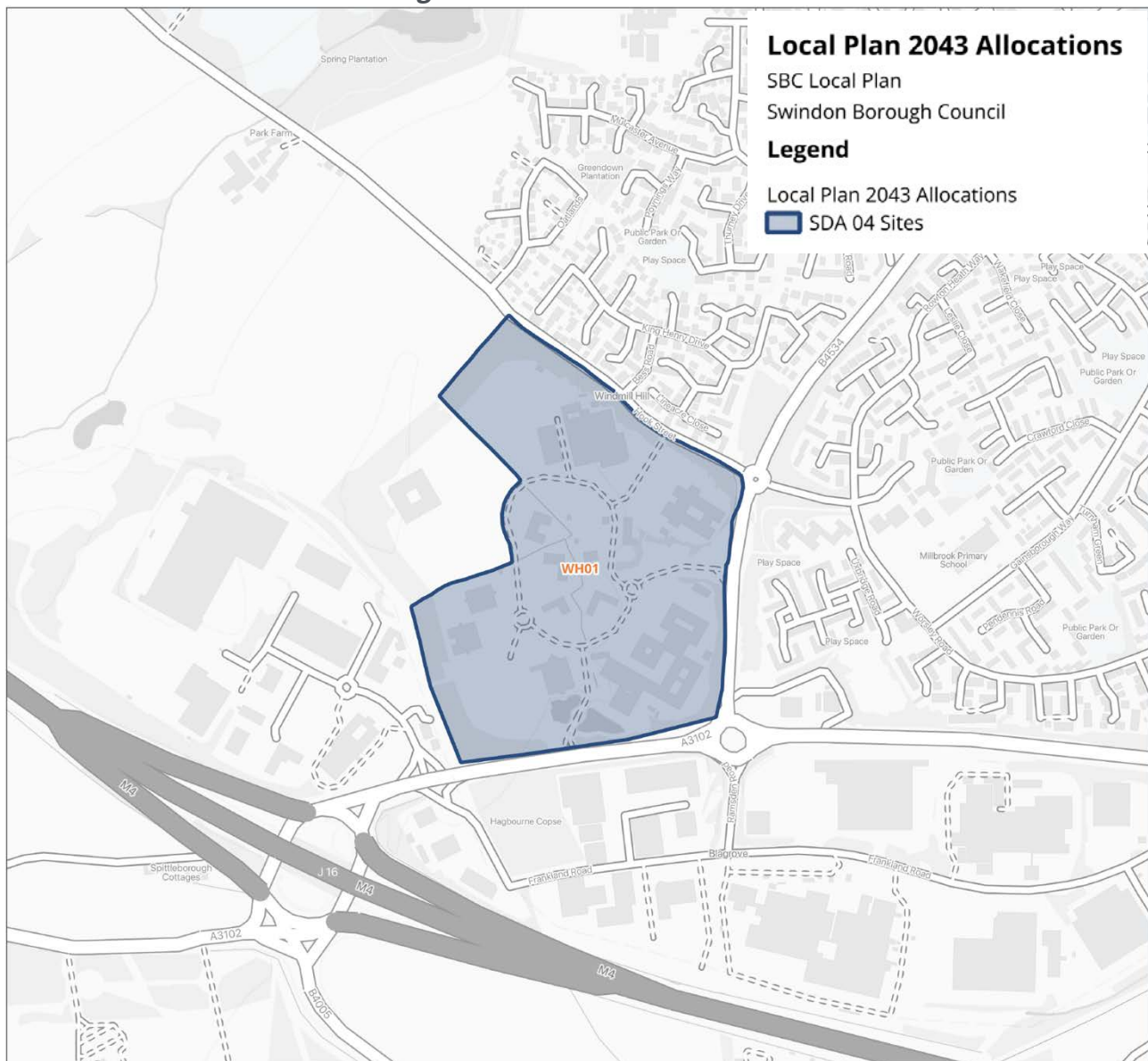
Windmill Hill (SDA04)

6.18 The sites contained within SDA04 are outlined in **Table 6.7**, and shown in **Figure 6.5**.

Table 6.7 - SDA04 Windmill Hill Summary

Item	Summary
Homes in LP2043 period	550 homes; capacity for a further 50 homes beyond 2043
Employment floorspace	Offices and nursery retained
Sites	WH01 Windmill Hill business park 550 homes
Planning status	Pre-application
SBC trajectory	50 homes in 2037/38, then 100 homes a year to 2042/43, nil by 2036
STM zone and Two-way AM/PM vehicle trip rate	West: 0.579 AM, 0.509 PM
Bus provision within 400m of the sites	4.0 buses per hour (Blagrove roundabout)
Transport infrastructure required by the policy	Improved active travel and public transport connections to the wider West Swindon network and towards the town centre
Highways Uncertainty Log entries	UL14 M4 J16 slip roads and site access (More Than Likely) UL15 A3102 signalised junction (Near Certain)
Committed Baseline / LP2043 Growth	0 homes / 550 homes

Figure 6.5 - SDA04 Allocations



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6.19 The site lies north of the A3102 Great Western Way, the dual carriageway providing access to and from M4 Junction 16, with the B4534 on its eastern edge and Hook Street on its northern edge. Policy SDA04 requires improved active travel and public transport connections to the wider West Swindon network and towards the town centre. Junction 16 is the SRN interest, taken with Wichelstowe (SDA06) and the Wiltshire consents at the junction. The whole of the allocation falls after 2036 and is tested as LP2043 growth.

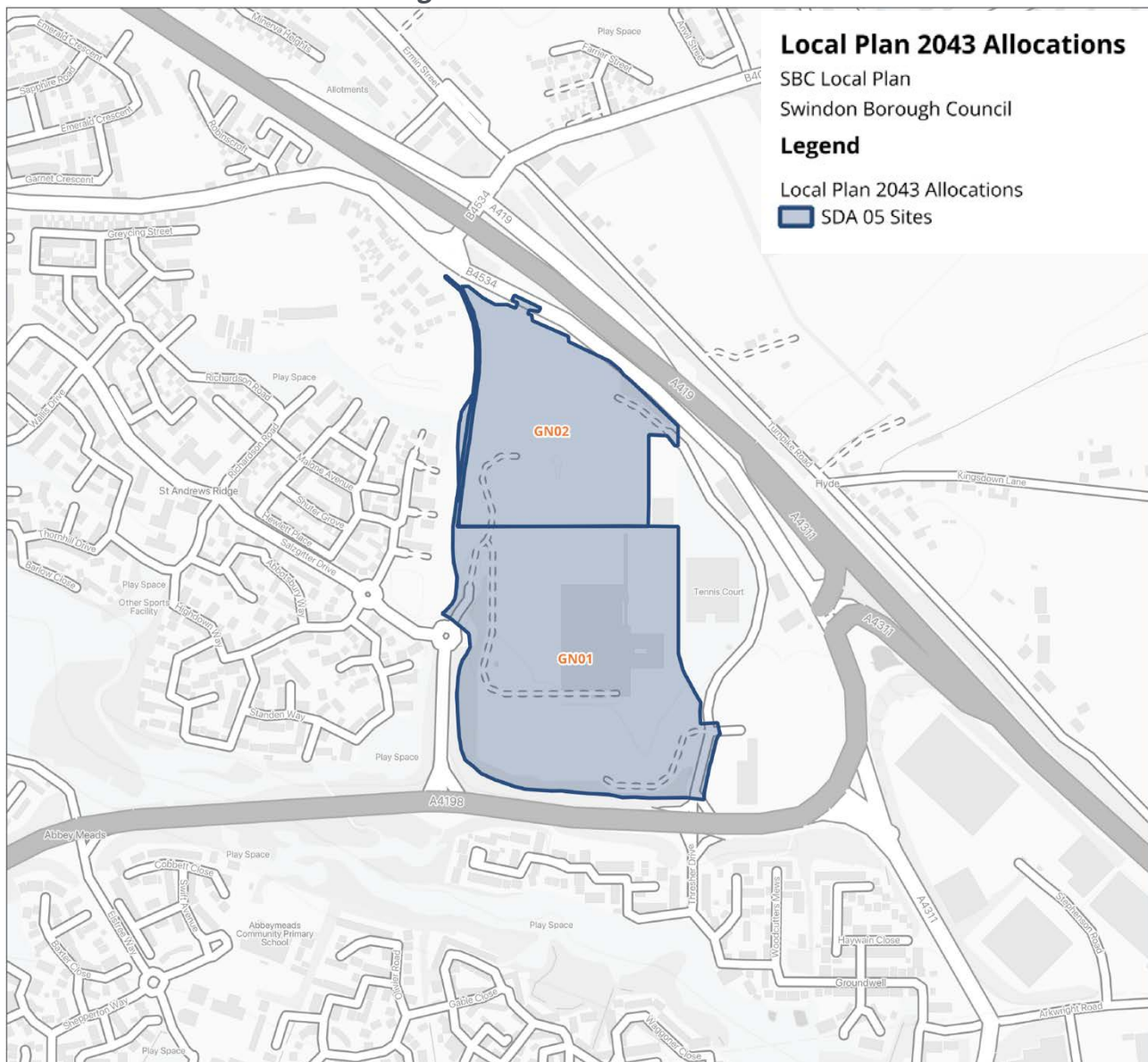
Gateway North (SDA05)

6.20 The sites contained within SDA05 are outlined in **Table 6.8**, and shown in **Figure 6.6**.

Table 6.8 - SDA05 Gateway North Summary

Item	Summary
Homes in LP2043 period	459 homes
Employment floorspace	Approximately 5,500 sqm industrial floorspace reprovided at GN01
Sites	GN01 Land at Gateway North / Vygon 300 homes GN02 Land west of Latham Road 159 homes
Planning status	GN01 pre-application GN02 outline S/OUT/19/0056 pending
SBC trajectory	2031/32 to 2037/38; 369 by 2036
STM zone and Two-way AM/PM vehicle trip rate	North: 0.576 AM, 0.502 PM
Bus provision within 400m of the sites	6.4 buses per hour (Vygon)
Transport infrastructure required by the policy	Direct road and active travel routes to Salzgitter Drive to overcome severance; connections to Blunsdon and Abbey Stadium
Highways Uncertainty Log entries	UL16 Lady Lane widening UL19 Lady Lane signals UL18 B4019/A419 slips
Committed Baseline / LP2043 Growth	0 homes / 459 homes

Figure 6.6 - SDA05 Allocations



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- 6.21 The area sits between Blunsdon St Andrew, Lady Lane and the A419 on a key transit corridor. Policy SDA05 requires direct road and active travel routes to Salzgitter Drive to overcome severance, and connections to Blunsdon and Abbey Stadium.
- 6.22 The highway interest is Lady Lane, where the Highways Uncertainty Log records the B4534 widening, a pooled obligation across the four Blunsdon applications with resolutions to grant (UL16, 360 dwellings), the signalised junction to serve GN02 that is being developed on safety grounds (UL19) and a possible change to the B4019/A419 southbound slip roads (UL18).
- 6.23 Land for the widening is to be safeguarded through GN02, which is not required to deliver or fund it, and the signalised access design assumes the widened carriageway. The trigger and funding of the widening have not been confirmed by SBC. The Highways Uncertainty Log records the position in SBC's Housing Delivery Topic Paper. This states that the works

cannot be funded by any one site and must precede occupation, and that they depend on a collaboration agreement between the Blunsdon developers that is under discussion. Both schemes are Policy ST6 essential schemes and are carried in the With Mitigation scenario (**Chapter 8.0**) rather than in the Future Baseline network.

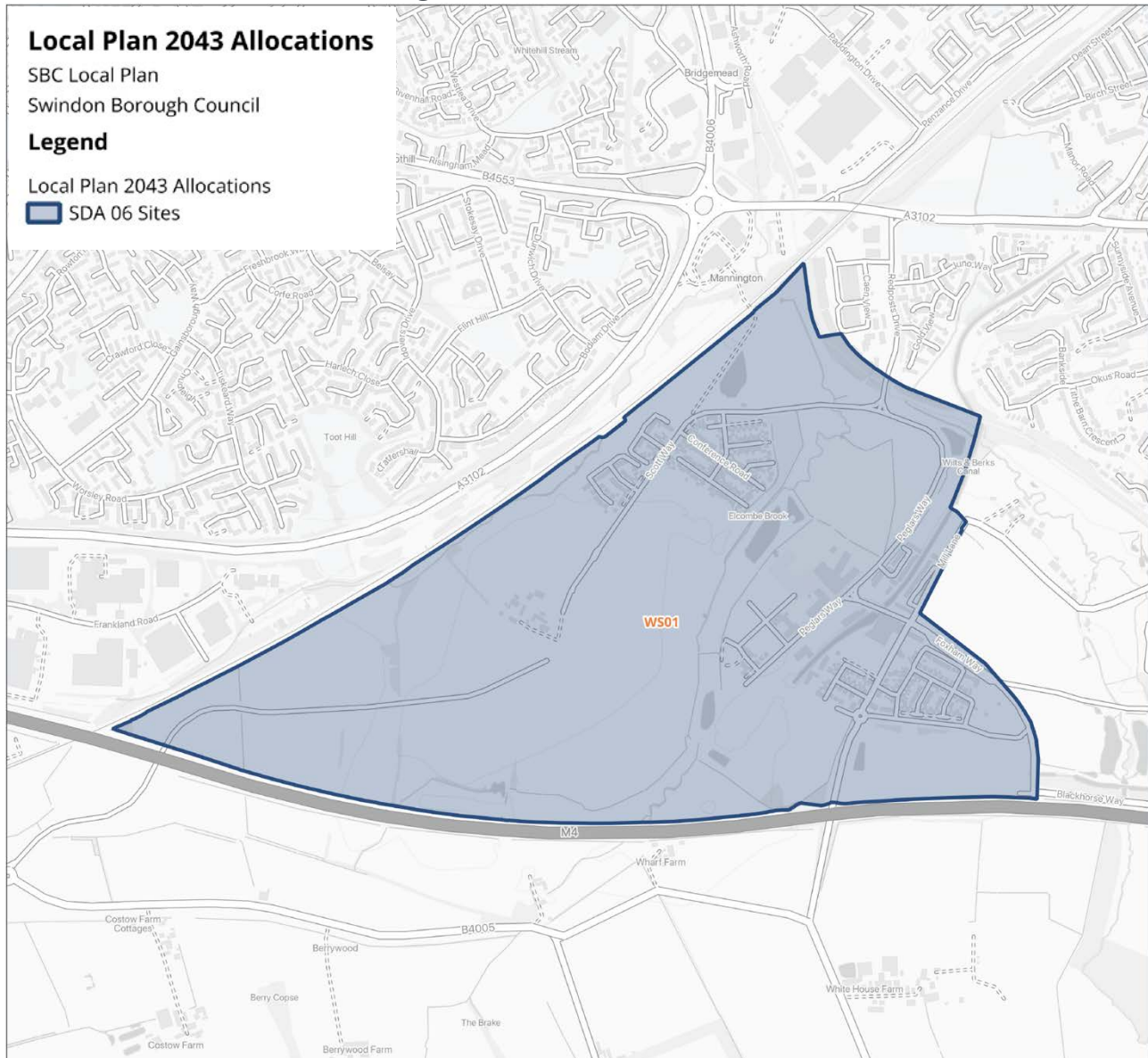
Wichelstowe (SDA06)

6.24 The sites contained within SDA06 are outlined in **Table 6.9**, and shown in **Figure 6.7**.

Table 6.9 - SDA06 Wichelstowe Summary

Item	Summary
Homes in LP2043 period	2,336 homes (1,288 strategic commitments and 1,048 allocation remainder)
Sites	WS01 Wichelstowe 2,336 homes
Planning status	Adopted Local Plan 2026 allocation Outline (2005) for up to 4,500 homes, 1,589 completed Reserved matters parcels under construction (UL004 to UL020)
SBC trajectory	2026/27 to 2036/37 at roughly 170 to 320 homes a year 1,063 by 2031 2,288 by 2036
STM zone and Two-way AM/PM vehicle trip rate	South: 0.544 AM, 0.476 PM
Bus provision within 400m of the sites	11.9 buses per hour at Mannington roundabout, 3.8 within the site
Transport infrastructure required by the policy	M4 Junction 16 improvements including the Wichelstowe Southern Access link, slip road and A3102 works Potential Wichelstowe bus gateway QBC2 including the Redposts Drive bus filter
Highways Uncertainty Log entries	UL06 Southern Access link (Near Certain, opening tbc) UL13 Redposts Drive bus gate UL14 and UL15 (Wiltshire)
Committed Baseline / LP2043 Growth	2,336 homes / 0 homes

Figure 6.7 - SDA06 Allocations



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- 6.25 Policy SDA06 requires improvements to M4 Junction 16, including the Wichelstowe Southern Access link, slip road and A3102 works, and a potential Wichelstowe bus gateway, which Policy ST6 lists as an ongoing study. The Southern Access link road is constructed with its opening date to be confirmed. The public transport proposition rests on BSIP Quality Bus Corridor 2 (QBC2), including the Redposts Drive bus filter, and the Canalside Travel Plan which SBC advises holds Modeshift STARS Gold accreditation (2025).
- 6.26 The whole of the Wichelstowe supply is in the committed baseline. The Development Uncertainty Log carries 2,336 homes from 2026/27, matching the Regulation 19 figure exactly, with 548 completions since the 2023 base loaded onto the base. No LP2043 growth arises, and the treatment meets NH's stated preference for the explicit modelling of Wichelstowe.

New Eastern Villages (SDA07)

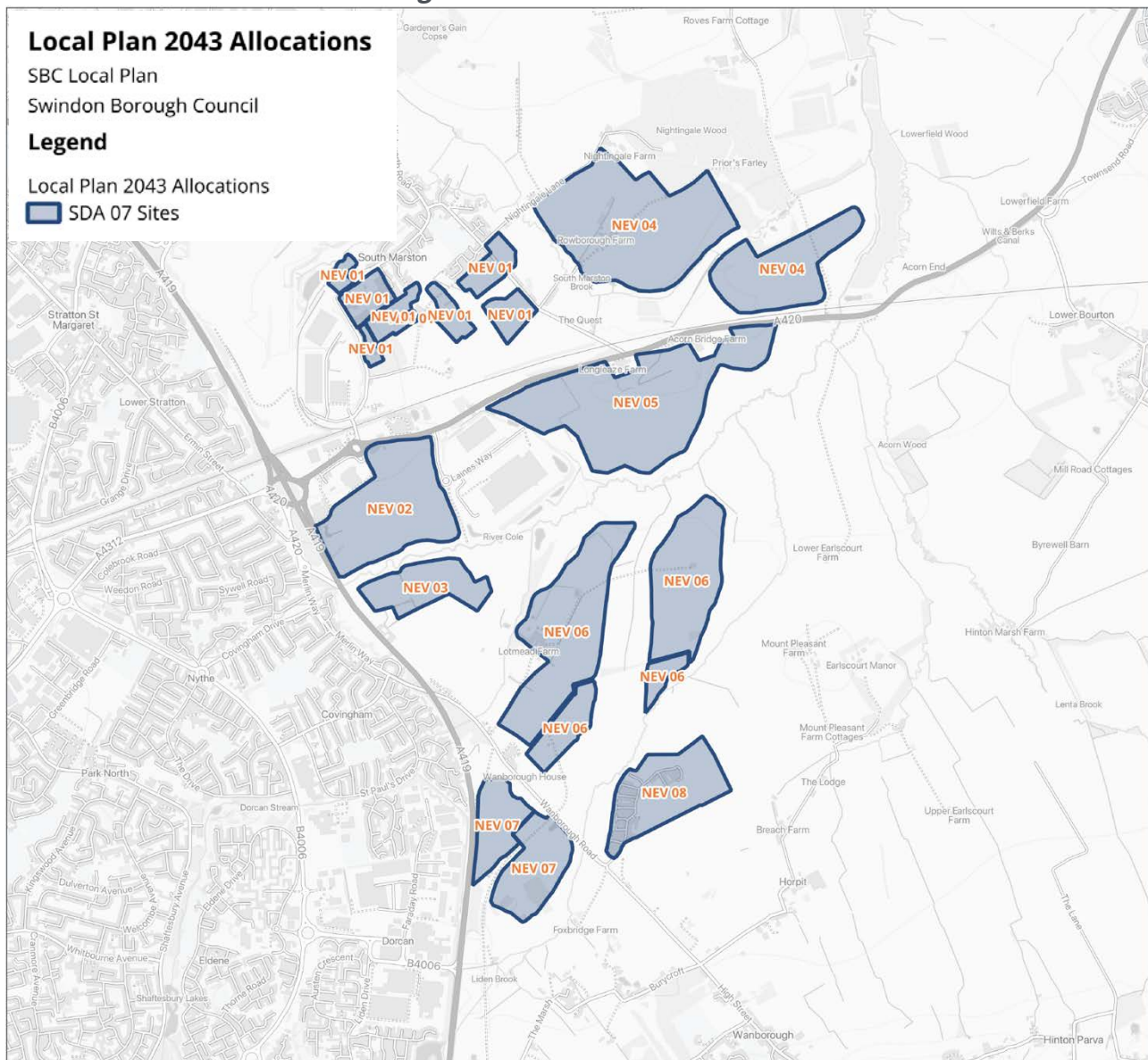
6.27 The sites contained within SDA07 are outlined in **Table 6.10**, and shown in **Figure 6.8**.

Table 6.10 - SDA07 New Eastern Villages Summary

Item	Summary
Homes in LP2043 period	8,647 homes
Employment floorspace	8,000 sqm offices and 26,000 sqm industrial and warehousing (NEV02) 1,000 sqm offices (NEV04)
Sites	NEV01 South Marston Village Expansion 650 homes NEV02 Great Stall West 450 homes NEV03 Upper Lotmead 500 homes NEV04 Rowborough 1,880 homes NEV05 Great Stall East 1,550 homes NEV06 Lotmead 2,766 homes NEV07 Foxbridge 577 homes NEV08 Redlands 215 homes
Planning status	Adopted Local Plan 2026 allocation (Policy NC3) Outline consents at South Marston and Rowborough (S/OUT/13/1555), Great Stall East (S/OUT/17/1990), Lotmead (S/OUT/19/0582) and Foxbridge (S/OUT/20/0160) Outline applications pending at Green Land, Redlands and Crown Trading Estate, with Great Stall West and Upper Lotmead at pre-application
SBC trajectory	2026/27 to 2042/43, peaking at 851 homes in 2030/31 3,021 by 2031 6,337 by 2036
STM zone and Two-way AM/PM vehicle trip rate	North East: 0.544 AM, 0.476 PM South East: 0.545 AM, 0.440 PM consented NEV rate 0.535 AM, 0.635 PM
Bus provision within 400m of the sites	0 to 3.8 buses per hour
Transport infrastructure required by the policy	Southern Connector Road Great Stall East Park and Ride with bus and active travel priority on the A420

	Great Stall Bridge and Express Bus Network including a new bridge across the A419 Highway links between the development islands NEV package of A419 junction improvements and the M4 Junction 15 scheme (Policy ST6)
Highways Uncertainty Log entries	
Committed Baseline / LP2043 Growth	7,929 homes / 718 homes

Figure 6.8 - SDA07 Allocations



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- 6.28 The NEV is severed from the urban area by the A419 and has the thinnest bus provision of the larger SDAs. Policy SDA07 requires the Southern Connector Road, Park and Ride at Great Stall East with bus and active travel priority along the A420, the Great Stall Bridge and Express Bus Network including a new bridge link across the A419, and the highway links between the development islands. Policy ST6 lists the NEV package of A419 junction improvements, the M4 Junction 15 scheme and completion of the Southern Connector Road as essential schemes. BSIP 2024 commits to the remainder of QBC3 by 2028, including the Great Stall Bridge and the public transport spine to the Great Stall East Park and Ride.
- 6.29 The Highways Uncertainty Log records the Southern Connector Road as constructed but not open pending remedial works to the culverts (UL03, Near Certain). It also records the Old Vicarage Lane/A420 junction (UL05, Near Certain), the A420 eastern accesses (UL08,

More Than Likely), the inter-village links (UL10, Near Certain) and the South Marston/Rowborough railway underpass (UL04, Reasonably Foreseeable).

- 6.30 In the committed baseline the Development Uncertainty Log carries 7,929 homes from 2026/27, comprising the consented parcels, including the whole of Foxbridge Village (577 homes under the extant outline and the Phase 2 consent), and the adopted plan allocation-only components at Great Stall West (450, Policy SDA07), Green Land and Redlands Phase 3b, with 262 completions since the 2023 base loaded onto the base. The LP2043 growth is the balance of 718 homes, principally Upper Lotmead (500) and the allocation-only parcels at South Marston (168), together with the Policy E2 floorspace at Great Stall West.

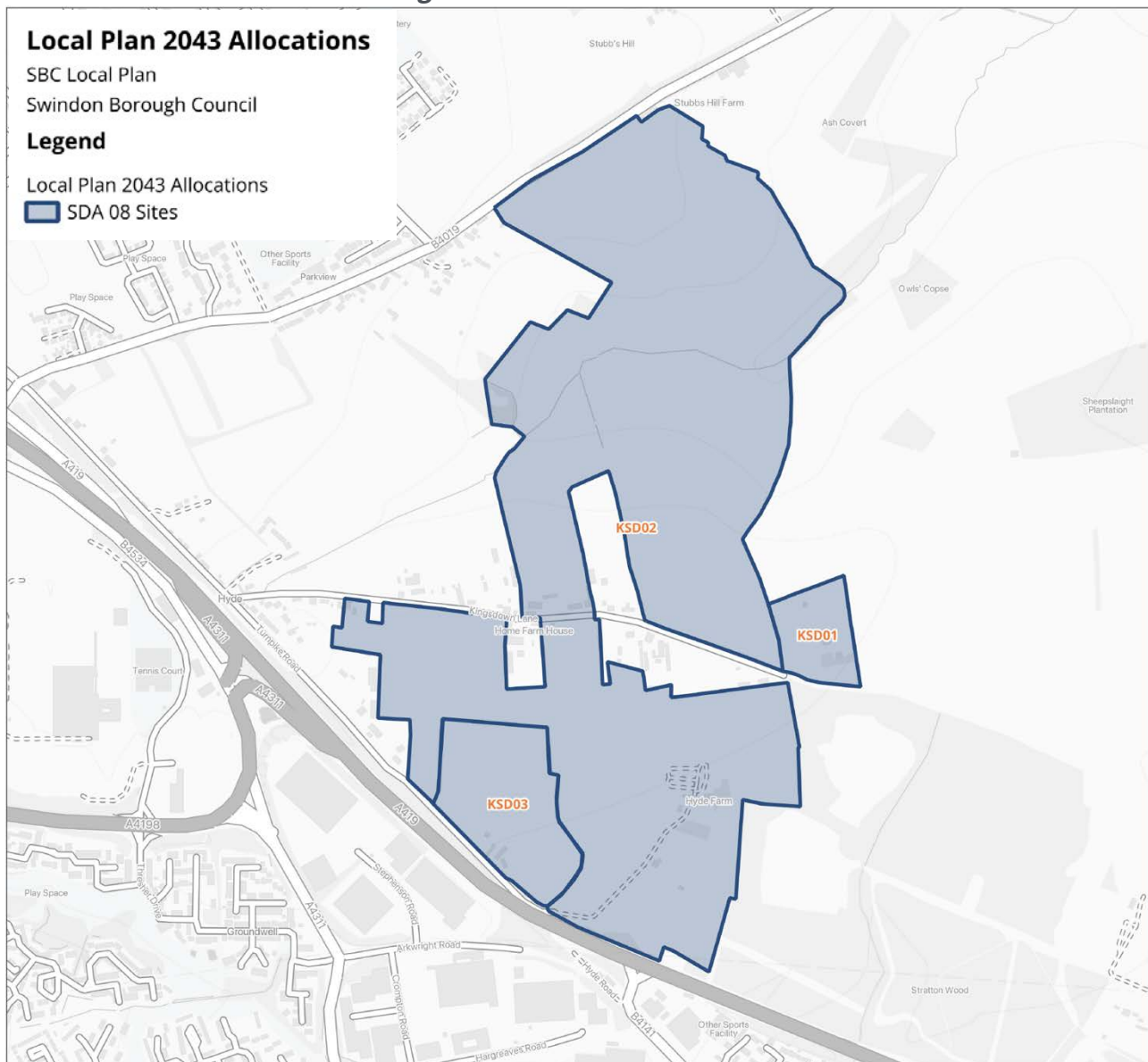
Kingsdown (SDA08)

- 6.31 The sites contained within SDA08 are outlined in **Table 6.11**, and shown in **Figure 6.9**.

Table 6.11 - SDA08 Kingsdown Summary

Item	Summary
Homes in LP2043 period	1,489 homes; capacity for a further 252 homes beyond 2043 at KSD02
Sites	KSD01 Kingsdown Nurseries 64 homes KSD02 Kingsdown (land to east of the A419) 1,300 homes KSD03 Land north of Turnpike Road 125 homes
Planning status	KSD02 outline S/OUT/17/1821 with resolution to grant pending Section 106 KSD03 outline S/OUT/20/0769 pending Section 106 KSD01 new allocation The adopted Local Plan 2026 allocated 1,650 homes
SBC trajectory	2036/37 onwards at 100 then 200 homes a year nil by 2036 the 451st home falls in about 2038/39
STM zone and Two-way AM/PM vehicle trip rate	North East: 0.544 AM, 0.476 PM
Bus provision within 400m of the sites	0 to 1.3 buses per hour QBC1 extension to Kingsdown committed by 2028
Transport infrastructure required by the policy	Kingsdown Improvements Package: A419 bridge to Arkwright Road as primary access, Arkwright Road/Cricklade Road capacity works, Cold Harbour/B4019 access designed to discourage trips through Broad Blunsdon Lady Lane partial widening and dualling with a new signalised junction (Policy ST6 essential)
Highways Uncertainty Log entries	UL01 package UL02 bridge UL12 Arkwright Road works UL16 Lady Lane widening UL19 Lady Lane signals
Committed Baseline / LP2043 Growth	1,425 homes / 64 homes

Figure 6.9 - SDA08 Allocations



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- 6.32 The adopted Local Plan 2026 allocated 1,650 homes at Kingsdown. Nothing is delivered before 2036 on SBC's trajectory and the 451st home, which triggers the bridge, falls in about 2038/39. Bus provision is negligible and BSIP 2024 commits to extending QBC1 to and through Kingsdown and to the B4019 at Broad Blunsdon by 2028.
- 6.33 Access depends on the Kingsdown Improvements Package, which Policy ST6 lists as essential. The package comprises a new all-vehicle bridge over the A419 to Arkwright Road as the primary access, Arkwright Road/Cricklade Road junction capacity works, access from Cold Harbour and the B4019 designed to discourage additional trips through Broad Blunsdon and Broadbush, and the partial widening and dualling of the B4534 Lady Lane with a new signalised junction. The Highways Uncertainty Log classifies the package (UL01), the bridge (UL02) and the Arkwright Road works (UL12) as More Than Likely, and the Lady Lane widening (UL16) and signals (UL19) as Reasonably Foreseeable pending the

Blunsdon collaboration agreement and the determination of S/OUT/19/0056, with heads of terms agreed and delivery late in the plan period. The Lady Lane schemes are therefore carried in the With Mitigation scenario rather than the Future Baseline network.

- 6.34 In the committed baseline the Development Uncertainty Log carries KSD02 and KSD03 as existing development plan components, with 1,425 homes in the plan period from 2036/37 and a further 252 homes at KSD02 beyond 2043 that are not modelled. The LP2043 growth is the 64 homes at KSD01.

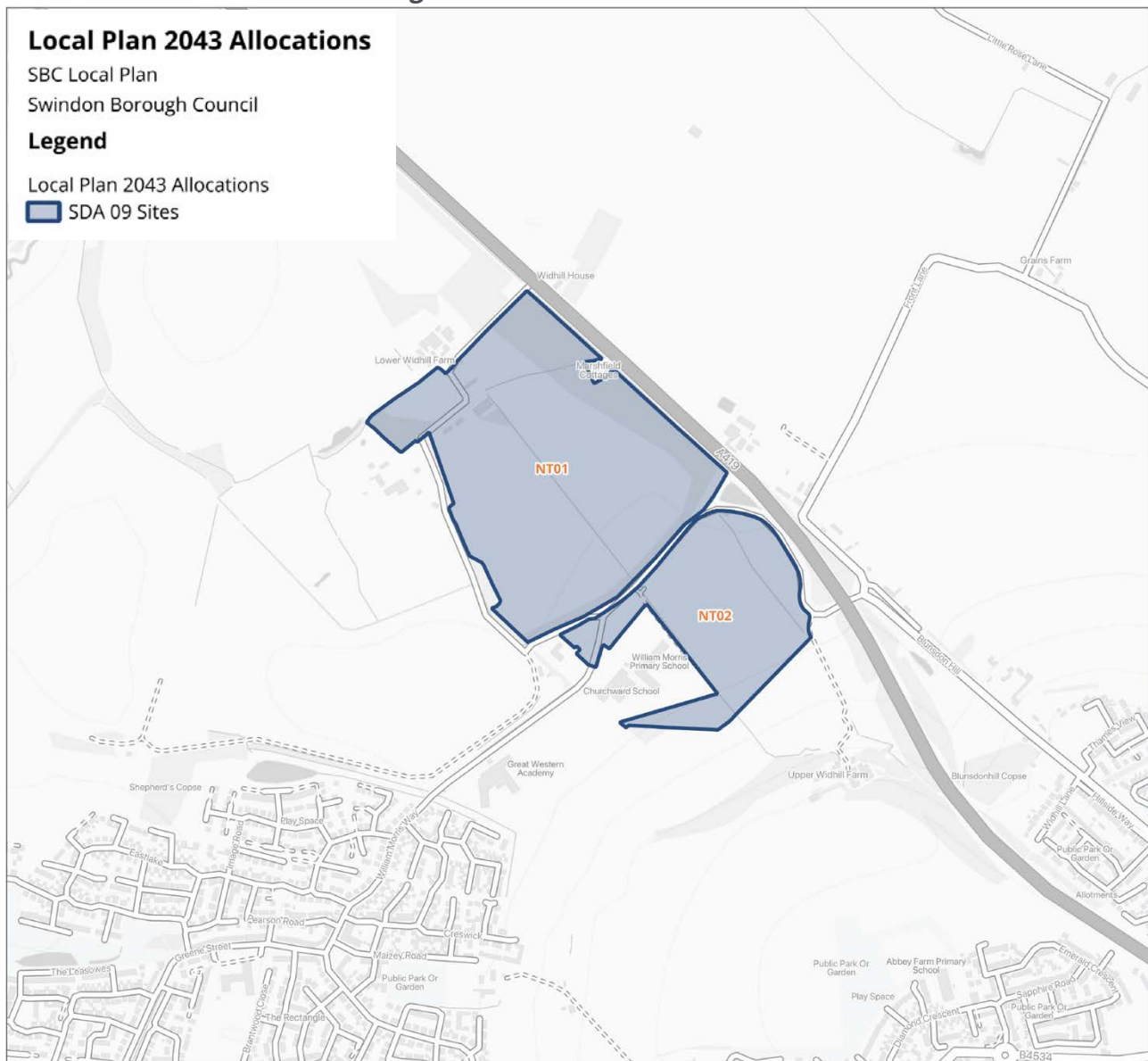
North Tadpole (SDA09)

- 6.35 The sites contained within SDA09 are outlined in **Table 6.12**, and shown in **Figure 6.10**.

Table 6.12 - SDA09 North Tadpole Summary

Item	Summary
Homes in LP2043 period	600 homes
Sites	NT01 Lower Widhill Farm 450 homes NT02 Land off Tadpole Farm 150 homes
Planning status	Allocation only; no applications
SBC trajectory	2034/35 to 2042/43; 140 by 2036
STM zone and Two-way AM/PM vehicle trip rate	North: 0.576 AM, 0.502 PM
Bus provision within 400m of the sites	None within 400m; nearest frequent stop 1.2km
Transport infrastructure required by the policy	
Highways Uncertainty Log entries	UL09 William Morris Way to Tadpole link road
Committed Baseline / LP2043 Growth	0 homes / 600 homes

Figure 6.10 - SDA09 Allocations



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- 6.36 The A419 runs along the eastern edge of the SDA and William Morris Way through it. No bus stop lies within 400m of the allocation. Policy SDA09 requires a new left-in, left-out junction onto the A419 serving Tadpole North, which Policy ST6 lists as an essential scheme, together with safe access to William Morris Way and connections to Tadpole Garden Village, Broad Blunsdon and the National Cycle Network.
- 6.37 The left-in, left-out access is intended to redistribute traffic away from the Blunsdon interchange and the Lady Lane junctions.
- 6.38 The Highways Uncertainty Log records the William Morris Way to Tadpole link road (UL09), where the northern connection is in use ahead of the fit-for-purpose route the developer is required to construct. The whole of the 600 homes is tested as LP2043 growth.

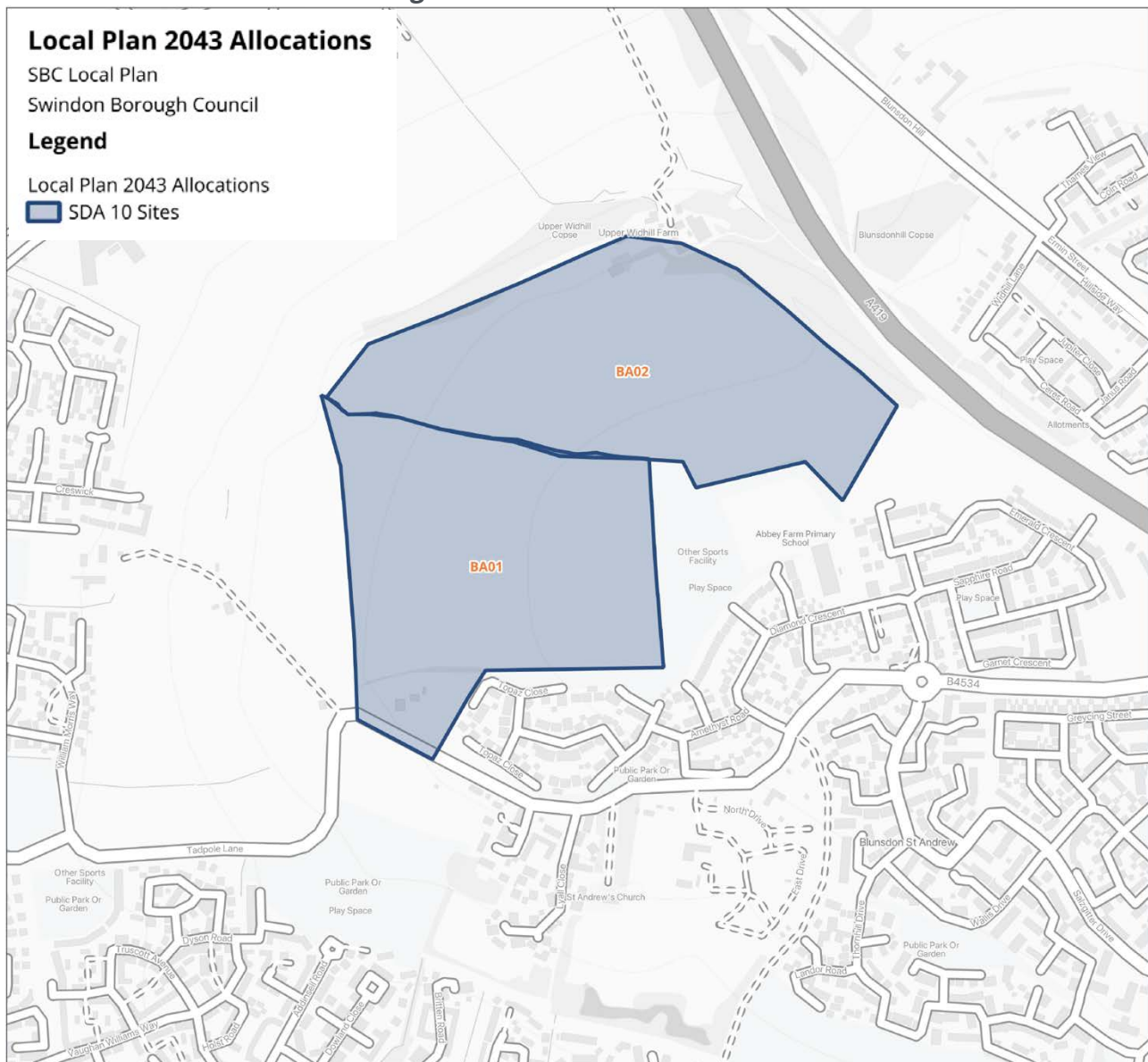
Land adjoining Blunsdon St Andrew (SDA10)

6.39 The sites contained within SDA10 are outlined in **Table 6.13**, and shown in **Figure 6.11**.

Table 6.13 - SDA10 Land adjoining Blunsdon St Andrew Summary

Item	Summary
Homes in LP2043 period	760 homes
Sites	BA01 Land north of Burcot House, 410 homes BA02 Upper Widhill Farm, 350 homes
Planning status	BA01 outline S/OUT/23/1508 pending; BA02 allocation only
SBC trajectory	2032/33 to 2041/42; 355 by 2036
STM zone and Two-way AM/PM vehicle trip rate	North: 0.576 AM, 0.502 PM
Bus provision within 400m of the sites	2.8 to 4.2 buses per hour
Transport infrastructure required by the policy	
Highways Uncertainty Log entries	UL09 UL16 Lady Lane widening UL18 B4019/A419 slips UL19 Lady Lane signals
Committed Baseline / LP2043 Growth	0 homes / 760 homes

Figure 6.11 - SDA10 Allocations



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- 6.40 Tadpole Lane runs along the southern edge of the SDA and joins the A419 at Blunsdon. Policy SDA10 requires new transport infrastructure to address the A419 Blunsdon capacity and safety concerns and appropriate access from the B4534 Lady Lane, including bus priority and active travel.
- 6.41 Policy ST6 lists the partial widening and dualling of Lady Lane north and south around Blunsdon and the Tadpole North junction as essential. The northern cluster of North Tadpole, Blunsdon St Andrew and Broad Blunsdon (1,662 homes) bears on the Blunsdon interchange, the Lady Lane junctions and Cold Harbour/Turnpike. The whole of the 760 homes is tested as LP2043 growth.

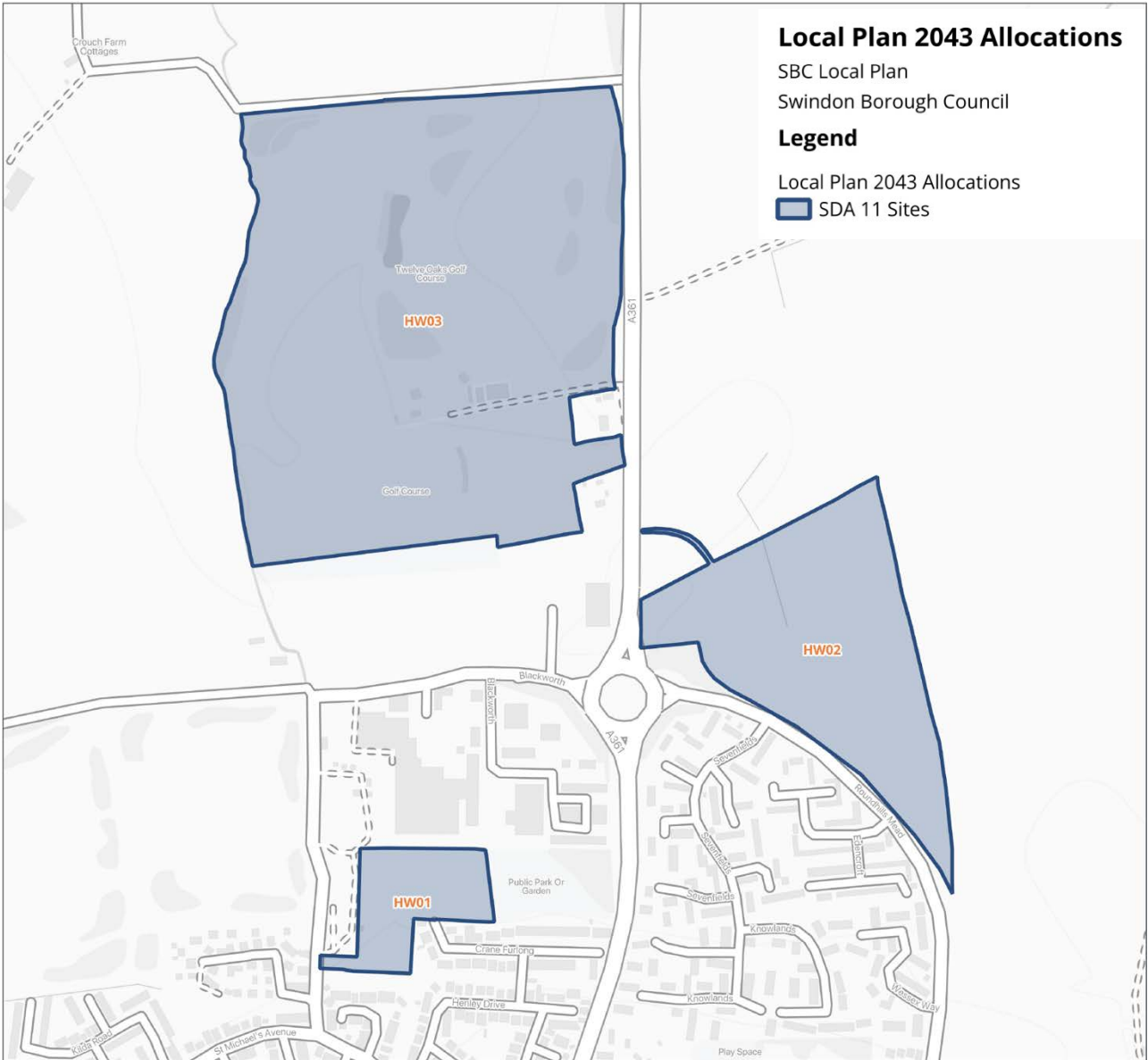
Land at Highworth (SDA11)

- 6.42 The sites contained within SDA11 are outlined in **Table 6.14**, and shown in **Figure 6.12**.

Table 6.14 - SDA11 Land at Highworth Summary

Item	Summary
Homes in LP2043 period	805 homes
Sites	HW01 Land at Pentylands Lane / Crane Furlong, 55 homes HW02 Land east of Roundhills Mead 250 homes HW03 Twelve Oaks Golf Course 500 homes
Planning status	HW01 allocation only HW02 outline S/OUT/25/0664 pending HW03 pre-application
SBC trajectory	2031/32 to 2039/40 350 by 2036
STM zone and Two-way AM/PM vehicle trip rate	North East: 0.544 AM, 0.476 PM
Bus provision within 400m of the sites	3.3 to 4.1 buses per hour Stagecoach service 7 to the town centre at 2.9 buses per hour 2.8% bus mode share (2021 Census)
Transport infrastructure required by the policy	
Highways Uncertainty Log entries	None (assessed with the northern cluster at Blunsdon and Cold Harbour)
Committed Baseline / LP2043 Growth	0 homes / 805 homes

Figure 6.12 - SDA11 Allocations



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- 6.43 Highworth is 10km north-east of the town centre on the A361, with the B4019 providing the route to the A419 at Blunsdon through Broad Blunsdon. The 2021 Census records a bus mode share for travel to work of 2.8% and the town is served by Stagecoach service 7 to the town centre via South Marston and Greenbridge at 2.9 buses per hour.
- 6.44 Policy SDA11 requires connections to the schools, leisure facilities and Westrop Surgery and to the public transport network on the key transit corridor. Traffic from Highworth reaches the A419 through Broad Blunsdon on the B4019, so the SDA is assessed with the northern cluster at the Blunsdon and Cold Harbour junctions.
- 6.45 The whole of the 805 homes is tested as LP2043 growth.

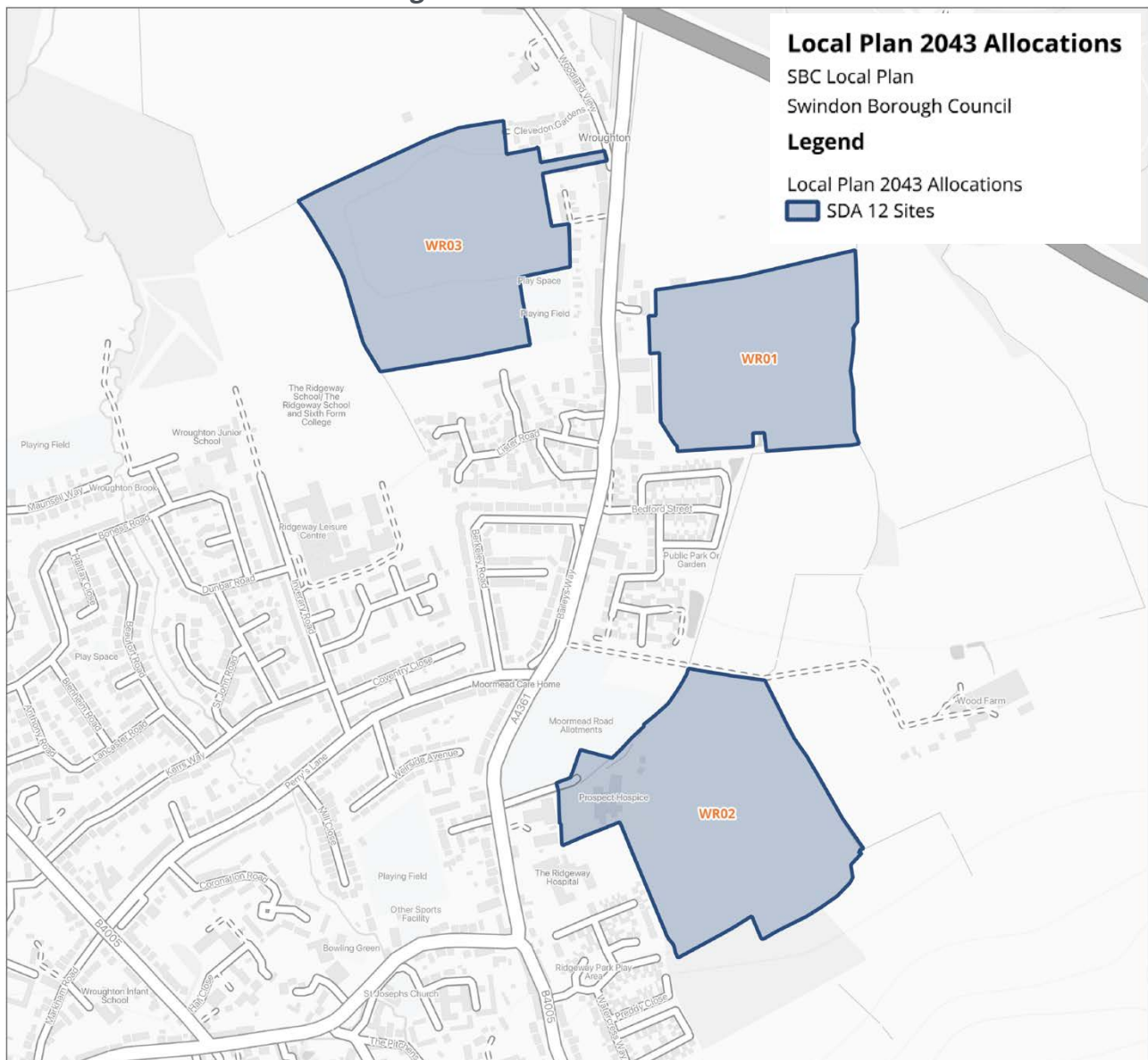
Land at Wroughton (SDA12)

- 6.46 The sites contained within SDA12 are outlined in **Table 6.15**, and shown in **Figure 6.13**.

Table 6.15 - SDA12 Land at Wroughton Summary

Item	Summary
Homes in LP2043 period	485 homes
Sites	WR01 Artis Farm, Swindon Road, 185 homes WR02 Akers Land, rear of Prospect Hospice, 300 homes
Planning status	
SBC trajectory	2032/33 onwards in Table 11 (site trajectories start 2028/29) 235 by 2036
STM zone and Two-way AM/PM vehicle trip rate	South: 0.544 AM, 0.476 PM
Bus provision within 400m of the sites	2.8 to 4.3 buses per hour Service 9 to Fleming Way via Wichelstowe at 1.9 buses per hour 2.0% bus mode share for the Wroughton, Wichelstowe and Chiseldon area (2021 Census)
Transport infrastructure required by the policy	Active travel connections to the town centre and Wichelstowe and to the schools and leisure centre
Highways Uncertainty Log entries	UL06 Southern Access link
Committed Baseline / LP2043 Growth	0 homes / 485 homes

Figure 6.13 - SDA12 Allocations



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6.47 Wroughton is separated from Swindon by the M4 and connected by the Croft Road bridge and by Mill Lane to Wichelstowe. The 2021 Census records a bus mode share of 2.0% for the Wroughton, Wichelstowe and Chiseldon area and service 9 runs to Fleming Way via Wichelstowe at 1.9 buses per hour. Policy SDA12 requires active travel connections to the town centre and Wichelstowe and to the schools and leisure centre.

6.48 The whole of the 485 homes is tested as LP2043 growth.

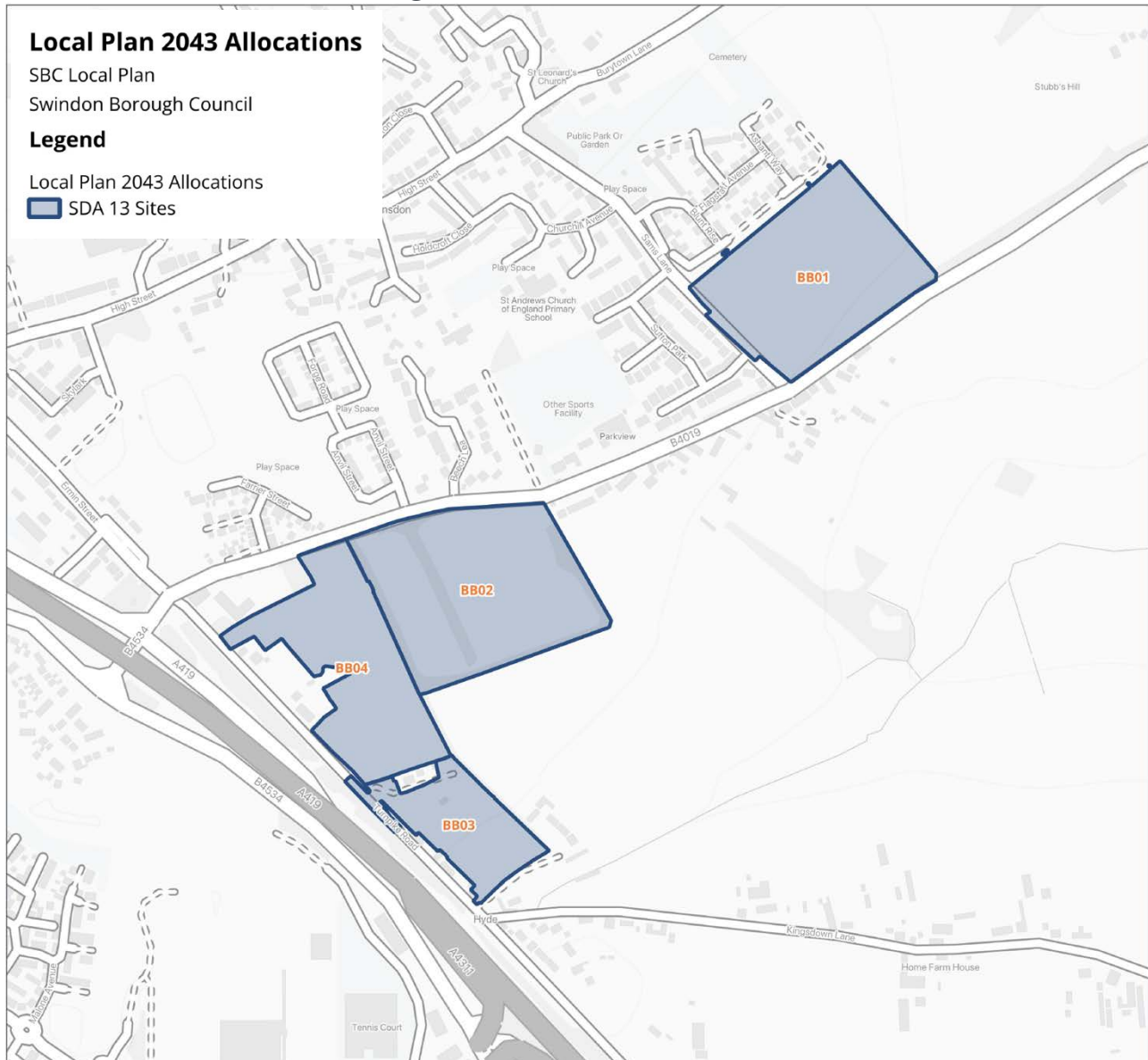
Land at Broad Blunsdon (SDA13)

6.49 The sites contained within SDA13 are outlined in **Table 6.16**, and shown in **Figure 6.14**.

Table 6.16 - SDA13 Land at Broad Blunsdon Summary

Item	Summary
Homes in LP2043 period	302 homes
Sites	BB01 Land east of Sams Lane 100 homes BB02 Land south of Highworth Road (east) 50 homes BB03 Land adjacent to 12 Turnpike Road 55 homes BB04 Land east of Turnpike Road 80 homes BB05 Land south of Highworth Road (west) 17 homes
Planning status	BB01 outline S/OUT/19/1267 BB03 outline S/OUT/19/1742 BB04 outline S/OUT/19/0467 pending BB02 and BB05 allocation only
SBC trajectory	2033/34 to 2040/41 147 by 2036
STM zone and Two-way AM/PM vehicle trip rate	North East: 0.544 AM, 0.476 PM
Bus provision within 400m of the sites	0.8 to 1.2 buses per hour
Transport infrastructure required by the policy	Cold Harbour / B4019 access designed to discourage trips through Broad Blunsdon and Broadbush Lady Lane widening, a pooled obligation across S/OUT/20/0769 (KSD03), S/OUT/19/1267 (BB01), S/OUT/19/1742 (BB03) and S/OUT/19/0467 (BB04), 360 dwellings, to be delivered before occupation
Highways Uncertainty Log entries	UL01 Kingsdown package UL16 Lady Lane widening UL18 B4019/A419 slips
Committed Baseline / LP2043 Growth	0 homes / 302 homes

Figure 6.14 - SDA13 Allocations



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- 6.50 The A419 runs along the western edge of the SDA, Turnpike Road gives direct access and the B4019 to Highworth passes through the allocation. The Kingsdown Improvements Package access from Cold Harbour and the B4019 is designed to discourage additional trips through Broad Blunsdon and Broadbush.
- 6.51 The Lady Lane widening (UL16) is a pooled obligation across the four Blunsdon applications with resolutions to grant subject to Section 106, which links the SDA to KSD03. No Section 106 had completed at 30 September 2026 and SBC's Housing Delivery Topic Paper records that the works depend on a collaboration agreement between the developers and must precede occupation. The SDA is assessed with the northern cluster at the Cold Harbour/Turnpike and Blunsdon junctions.
- 6.52 The whole of the 302 homes is tested as LP2043 growth.

Overview

- 6.53 The committed baseline forms the Future Baseline, the without-plan reference case. The LP2043 growth is added in the Do Minimum scenario, with the 6.6% consented Travel Plan reduction applied to it, and carried through the Vision-Led and With Mitigation scenarios. The committed baseline is loaded to the STM zones from the monitoring coordinates and the LP2043 growth from the allocation boundaries. The LP2043 growth is the Regulation 19 SDA supply in the plan period less the components already carried in the committed baseline. **Table 6.17** outlines this split by SDA.
- 6.54 The committed baseline carries 12,514 homes of the 21,330 dwelling SDA supply and the LP2043 growth is the remaining 8,816 homes in the plan period, together with the whole of the Policy E2 floorspace.

Table 6.17 - LP 2043 Growth by SDA

SDA	Topic Paper supply	Committed baseline	Local Plan growth
SDA01 Swindon's Central Area	4,014	712	3,302
SDA02 Pipers Way	883	112	771
SDA03 Marlowe Avenue	0	0	0
SDA04 Windmill Hill	550	0	550
SDA05 Gateway North	459	0	459
SDA06 Wichelstowe	2,336	2,336	0
SDA07 New Eastern Villages	8,647	7,929	718
SDA08 Kingsdown	1,489	1,425	64
SDA09 North Tadpole	600	0	600
SDA10 Blunsdon St Andrew	760	0	760
SDA11 Highworth	805	0	805
SDA12 Wroughton	485	0	485
SDA13 Broad Blunsdon	302	0	302
Total	21,330	12,514	8,816

Committed Development and the Uncertainty Log

- 6.55 The committed baseline is outlined in the Development Uncertainty Log, provided at **Appendix F**, prepared in accordance with TAG Unit M4 from SBC Housing Land Supply monitoring data and approved by SBC in August 2026. The log holds 343 site records and two aggregate lines, each with its STM zone, planning status, TAG certainty classification, quantum, phasing and scenario inclusion.
- 6.56 Sites under construction or completed since the 2023 base year are classified Near Certain (226 records, 4,350 dwellings post the 2023 base), extant permissions not started are More Than Likely (112 records, 8,490 dwellings) and development plan allocations without permission, undetermined applications and resolutions to grant pending Section 106 are Reasonably Foreseeable (10 records, 3,572 dwellings). No record is Hypothetical.
- 6.57 The committed baseline comprises committed development and the existing development plan allocations carried into LP2043, including consented windfall sites, together with SBC's windfall allowance of 85 dwellings a year from 2029/30 less the 5.72% non-implementation adjustment (1,016 dwellings net, Housing Delivery Topic Paper). Demand whose only basis is a new LP2043 allocation is not included in the Development Uncertainty Log and is carried as LP2043 growth. The committed baseline forms the Future Baseline, the without-plan reference case defined in **Chapter 3.0**. The LP2043 growth is added in the Do Minimum scenario and carried through the Vision-Led and With Mitigation scenarios.
- 6.58 The committed baseline residential total is 16,175 net dwellings in the plan period and 17,152 dwellings post the 2023 base including the completions located in the log. This exceeds the background growth for Swindon in NTEM. The committed sites are therefore loaded explicitly to the STM zones from the monitoring coordinates rather than through TEMPro background growth, and Panattoni Park is treated as a discrete consented input outside TEMPro entirely, as described in **Chapter 8.0**.
- 6.59 SBC's monitoring return locates 977 net completions for 2023/24 and 2024/25 on sites that remained live at 31 March 2026. Borough-wide net completions in those years were 831 and 892 (Housing Delivery Topic Paper, Table 7), so around 750 dwellings completed between the 2023 base year and the start of the plan period are not located in the log. These are loaded onto the 2023 base by ward in proportion to the located completions, pending site-level data from the published Five Year Housing Land Supply Statements for those years. The treatment affects the base year adjustment only and not the plan period supply tested.
- 6.60 The Development Uncertainty Log follows the quantum and phasing of the Housing Delivery Topic Paper. The adopted Local Plan 2026 allocations carried into LP2043 sit in the committed baseline, although Table 11 of the Housing Delivery Topic Paper classes them as allocations. These are Wichelstowe, Great Stall West, Kingsdown KSD02 and KSD03,

Green Land and Redlands Phase 3b, with 3,278 homes in the plan period. The log carries Panattoni Park as the only explicit employment commitment.

- 6.61 Committed and planned transport schemes are recorded in the Highways Uncertainty Log, provided at **Appendix G**, with each entry carrying a TAG certainty classification and its planning source. The 19 schemes are summarised in **Table 6.18** against the SDAs they serve. The log also records the network assumption for each scheme against the scenarios in **Chapter 3.0**. The Future Baseline network contains the Near Certain and More Than Likely schemes and is carried unchanged through the Do Minimum and Vision-Led scenarios, which differ from the Future Baseline in demand only. Reasonably Foreseeable schemes are not in the Future Baseline network. They are tested as a sensitivity or, where they form part of the **Chapter 8.0** mitigation strategy, carried in the With Mitigation scenario.

Table 6.18 - Highways Uncertainty Log summary

Ref	Scheme	Source	Classification	SDA served
UL01	Kingsdown Improvements Package	S/OUT/17/1821	More Than Likely	SDA08, SDA13
UL02	Kingsdown Bridge over the A419	S/OUT/17/1821	More Than Likely	SDA08
UL03	Southern Connector Road	SBC	Near Certain	SDA07
UL04	South Marston/Rowborough railway underpass	S/OUT/13/1555	Reasonably Foreseeable	SDA07
UL05	Old Vicarage Lane/A420 junction signals and widening	S/OUT/13/1555	Near Certain	SDA07
UL06	Wichelstowe Southern Access - M4 J16 link road	SBC	Near Certain	SDA06, SDA12
UL07	Swindon station northern access and interchange	SBC	Reasonably Foreseeable	SDA01
UL08	NEV A420 eastern accesses	S/OUT/17/1990	More Than Likely	SDA07
UL09	William Morris Way - Tadpole link road	S/11/1588	More Than Likely	SDA09, SDA10
UL10	NEV highway links between development islands	NEV Masterplan	Near Certain	SDA07
UL11	Redposts Drive/Wootton Bassett Road new junction arm	S/OUT/21/0181 (granted)	Near Certain	SDA01 (CA15)
UL12	Cricklade Road/Arkwright Road junction capacity works	S/OUT/17/1821	More Than Likely	SDA08
UL13	Redposts Drive peak period bus gate	S/13/1524	More Than Likely	SDA06

Ref	Scheme	Source	Classification	SDA served
UL14	M4 J16 slip road widening and site access roundabout	PL/2023/09142	More Than Likely	SDA04, SDA06
UL15	A3102 signalised junction	PL/2025/00700	Near Certain	SDA04, SDA06
UL16	B4534 Lady Lane widening	S/OUT/20/0769; S/OUT/19/1267	More Than Likely	SDA05, SDA08, SDA10, SDA13
UL17	Panattoni Park - Rat Trap signalisation and Honda North roundabout works	S/OUT/22/0284	Near Certain	Committed employment
UL18	B4019/A419 southbound slip roads junction changes	S/OUT/20/0096	Hypothetical	SDA05, SDA08, SDA10, SDA13
UL19	Lady Lane signalised junction	S/OUT/19/0056	Reasonably Foreseeable	SDA05, SDA10

Classification from DfT TAG Unit M4 - Forecasting and Uncertainty (May 2026), Appendix A, Table A2 - Classification of future inputs.

6.62 The quantum carried forward from this chapter is therefore:

- a committed baseline of 16,175 net dwellings in the plan period from the Development Uncertainty Log, together with the consented Panattoni Park floorspace, forming the Future Baseline
- LP2043 growth of 8,816 net dwellings in the SDAs, together with 85,000 sqm of offices and R&D and 53,000 sqm of industrial and warehousing floorspace under Policy E2, added in the Do Minimum scenario and carried through the Vision-Led and With Mitigation scenarios; and,
- a resulting supply of 21,330 homes in the SDAs and 24,998 homes in total by 2043.

6.63 The same figures are carried into the model inputs described in **Chapter 7.0**, and the results reported in **Chapter 8.0**.

7.0 VISION-LED APPROACH

Introduction

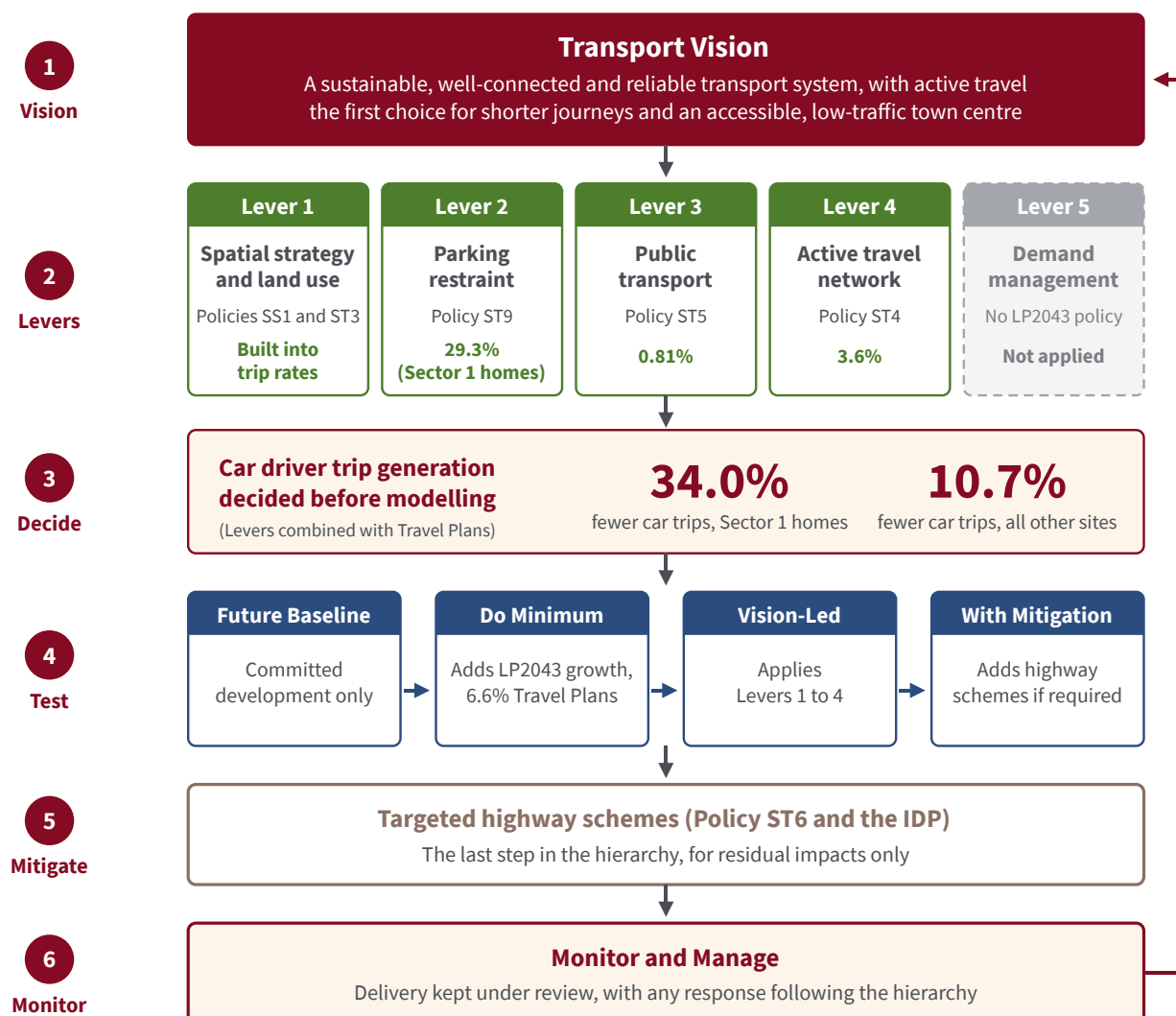
- 7.1 This chapter sets out the Vision-Led approach applied in this TA and the sustainable transport strategy through which LP2043 intends to deliver it. It records the transport vision and the measurable framework the strategy works to, the measures relied on under each element of the vision and the mechanism securing each, and the trip reduction assumptions from those measures which are carried into the strategic modelling.
- 7.2 The assumptions are detailed in full in the appended TNs, with this chapter summarising and cross referencing the TNs. The supporting TNs comprise:
- TN01 - Trip Rate Review (**Appendix B**)
 - TN02a - Vision-Led Mode Shift (**Appendix C**)
 - TN04 - Trip Distribution (**Appendix E**)

Vision and Objectives

- 7.3 The NPPF requires a Vision-Led approach to transport in plan-making, under which the type of place the plan seeks to create is decided first and the transport measures needed to realise it are identified, in place of forecasting unconstrained car demand and providing for it. The DfT Local Transport Plans statutory guidance and Better Connected: A Strategy for Integrated Transport apply the same principle to local transport planning, as set out in **Chapter 4.0**.
- 7.4 The transport vision for LP2043 is set by Policy ST1, which seeks a sustainable, well-connected and reliable transport system in which modal shift is achieved through appropriate infrastructure and direct, safe and time-efficient routes. Public transport is focused on the key transit corridors, the town centre is accessible and low traffic and travel behaviour is actively influenced towards sustainable modes with active travel the first choice for shorter journeys. Policy ST1 aspires to establish Swindon station as the gateway to an integrated multi-modal transport network.
- 7.5 Policy ST2 (Promoting Sustainable Transport) applies the sustainable transport hierarchy, prioritising active travel, then public transport, then other modes including the private car.
- 7.6 This sits within the LTP4 (2022-2036) vision of a safe, effective and fit for purpose transport network supporting town centre regeneration and economic growth while protecting quality of life and the environment. It responds to the local case for change recorded in LP2043, which identifies that driving remains the predominant mode for residents travelling to work. Furthermore, it notes that transport accounts for 43% of SBC's CO2 emissions, and active travel to school fell by 6 percentage points between 2014 and 2022.

- 7.7 The measurable framework the strategy works to comprises:
- the BSIP 2024 targets of at least 17.1 million bus passenger boardings by the end of 2032 and at least 18.5 million by the end of 2035, from 11.9 million in 2019, with a bus mode share of at least 10% at all committed new developments
 - the CWIS3 (June 2026) target of 55% of short stages in towns and cities walked or cycled by 2035
 - the Travel Plans SPD (February 2020) guide reduction of 8 to 10 percentage points in car driver mode share over the life of a Travel Plan; and,
 - the Swindon Plan (2024-2027) ambition of a net zero Borough by 2050.
- 7.8 LTP4 does not quantify its mode shift and decarbonisation priorities as numerical targets, as recorded in **Chapter 4.0**. Accordingly, the BSIP, CWIS3 and SPD measures are the targets against which the strategy is tested.
- 7.9 The assessment applies a decide and provide approach. The level of vehicle trip generation provided for at each allocation is decided from:
- observed behaviour at comparable locations (TN01)
 - the reductions already secured through the planning process (TN02a); and,
 - further reductions evidenced from the policy measures set out in this chapter.
- 7.10 The trip generation identified through the process above is carried into the strategic modelling, and delivery is managed to it through the mechanisms outlined in this chapter and the Monitor and Manage approach detailed in **Chapter 8.0**. The trip generation assumptions, the spatial pattern of growth and the mitigation hierarchy in **Chapter 8.0** therefore all flow from the vision rather than from the model results.
- 7.11 The strategy is organised around the five levers identified in TN02a, which comprise:
- Lever 1 - Spatial Strategy and Land Use
 - Lever 2 - Parking Restraint and Travel Plans
 - Lever 3 - Public Transport
 - Lever 4 - Active Travel Network
 - Lever 5 - Wider Demand Management and Fiscal Measures.
- 7.12 Levers 1 to 4 are each tied to a policy of LP2043 and to an identified measure, and each reduction is evidenced from observed outcomes and comparative evidence.
- 7.13 The Vision-Led approach is summarised in **Figure 7.1**. The transport vision in Policy ST1 is set first. The level of car driver trip generation provided for is then decided from Levers 1 to 4, before the scenarios are tested in the STM. Highway schemes are identified only for the residual impacts, and delivery is kept under review through the Monitor and Manage approach in **Chapter 8.0**.

Figure 7.1 - Transport Vision and Vision-Led Approach



Lever 1 - Spatial Strategy and Land Use

- 7.14 Directing growth to accessible locations and to higher densities around public transport reduces car driver trips at source, by shortening trips and improving the viability of sustainable modes. Policy SS1 concentrates growth in the Central Area, on brownfield land along the key transit corridors and in comprehensively planned new communities, as described in **Chapter 6.0**. Policy ST3 (Accessibility and Development) requires development to be located and designed in accordance with its accessibility by all modes, prioritising growth in areas well served by public transport. The NPPF direction of higher density residential development to land within around 800m of a well-connected station applies to the Central Area allocations around Swindon station, as set out in **Chapter 4.0**.
- 7.15 The observed evidence supports the approach. TN01 identifies materially lower vehicle trip rates in the Central Local Model Zone (LMZ) than in the outer zones, with a two-way AM peak rate of 0.249 vehicle trips per dwelling against 0.576 in the North zone. It is also noted

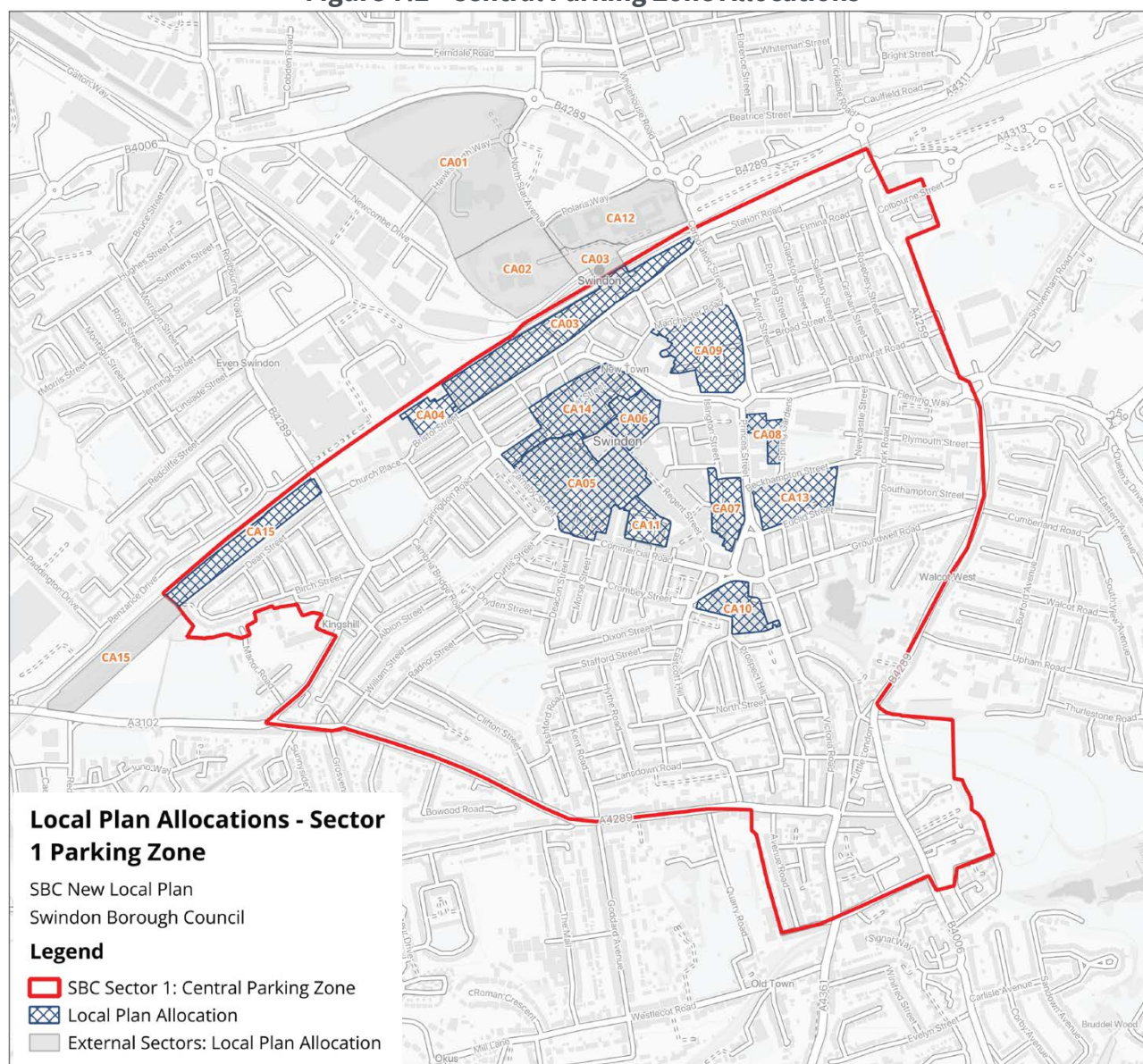
that 38.1% of households in the Output Areas covering the Sector 1 Central Parking Zone have no car.

- 7.16 The effect of Lever 1 enters the forecast through trip generation and trip distribution rather than through a separate mode share factor. Trip generation reflects the location of each allocation through the TRICS rates established in TN01, and trip length and destination choice reflect it through the 2021 Census destination shares applied by LMZ as outlined in TN04. No separate spatial reduction is applied, since that would count the same effect twice, and no internalisation allowance is claimed in addition to the zonal trip rates.

Lever 2 - Parking Restraint and Travel Plans

- 7.17 Policy ST9 highlights that minimising parking opportunities will reduce car use over time and identifies the town centre as the key area in which parking supply should be controlled. It encourages new residential development in the town centre to be car free (excluding blue badge parking) and provides for contributions to a Controlled Parking Zone programme where parking stress arises.
- 7.18 It requires compliance with SBC's Parking Standards for New Developments (2021), which apply the lowest provision in the Central sector (Sector 1), where the car-free allowance applies. Policy SDA01 states that new residential development in the Central Area will not be expected to provide car parking.
- 7.19 Following TN02a, Lever 2, parking restraint, is applied to residential allocations within the Sector 1 Central Parking Zone only, shown in **Figure 7.2**.

Figure 7.2 - Central Parking Zone Allocations



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- 7.20 The lever operates through household car ownership, which the STM does not represent, and is applied off-model to the car driver trip rates of the affected allocations. The 2021 Census records average car ownership of 0.832 cars per household across the 75 Output Areas covering Sector 1, and 0.588 across the lowest third of those Output Areas. The lower figure is adopted as the Vision-Led ownership level. It is an outcome already observed across a broad band of the affected area, and it was recorded before the car-free allowance could have had any material effect.
- 7.21 The step from 0.832 to 0.588 is a 29.3% reduction in residential car driver trips. The reduction is additional to the adopted trip rates, because the TRICS sites underlying the Central and Central South zone rates provide 1.16 to 1.60 parking spaces per dwelling and reflect sites with strong parking provision, and applying the reduction to these levels leaves an implied ownership level well above 0.588 cars per household.

- 7.22 TN02a places 2,922 net dwellings within Sector 1, some 12.4% of the allocated dwellings it assessed. The effect is significant for the affected sites but modest in plan-wide terms, since town centre development generates fewer car driver trips per dwelling than the plan average.
- 7.23 Travel planning is secured through the Travel Plans SPD (2020) and carried forward by Policy ST8. A Travel Plan with mode share targets is required for developments of 60 or more dwellings and for employment floorspace above the SPD thresholds, secured by S106 obligation and implemented either by SBC or by the developer. This mechanism is funded and operating. TN02a records secured Travel Plan contributions of £1,899,498.75 (index-linked base values) across seven consented sites totalling 7,026 dwellings.
- 7.24 The Travel Plan reduction forms the Do Minimum position. TN02a reviews 26 consented residential developments within SBC of 60 or more dwellings, totalling 14,911 dwellings, and derives a dwelling-weighted average consented reduction in car driver trips of 6.6%. The figure is deliberately cautious. Several large sites, including Wichelstowe, have targets to retain the current level and are counted as 0% reductions. Excluding them, the average rises to approximately 8.7%.
- 7.25 This equates to approximately a 4.5 percentage point reduction against the SBC baseline, below the SPD guide range of 8 to 10 percentage points. No sample of consented employment Travel Plans exists for Swindon, so the same 6.6% reduction is applied to employment allocations as a conservative read-across, with the SPD guide retained as the upper bound. The reduction is a proportional reduction in car driver trips, not a percentage point change in mode share.
- 7.26 The consented reduction is evidenced by outturn monitoring. Across the six consented sites with a monitored outturn (4,419 dwellings), every site records a reduction against its baseline, with a dwelling-weighted relative reduction of 30.1% to date (23.0% excluding Wichelstowe), materially above the 6.6% carried forward.
- 7.27 Travel Plans are the vehicle through which several measures are delivered at a development, including parking management, public transport information and active travel promotion. Those measures are counted within the Travel Plan reduction and not alongside it, which is why the Do Minimum reduction is applied first and the Vision-Led levers act only on the trips that remain.

Lever 3 - Public Transport

- 7.28 Policy ST5 gives priority to the major BSIP proposals over 2024 to 2035, comprising:
- new bus lane infrastructure, bus gates and signal priority
 - enhanced network coverage and DRT

- new mobility hubs at the Orbital Shopping Park, the Great Western Hospital or M4 Junction 15, Old Town, the A420 corridor through the NEV and Swindon West (M4 Junction 16)
- Park and Ride and strategic interchange at M4 Junction 16 or Wichelstowe.

7.29 The BSIP is delivered with the operators through the Enhanced Partnership in place since September 2023 and is structured around the four QBCs that align with the growth strategy:

- QBC1 (Cricklade Road) serves the northern corridor, with extension planned by 2028 to and through Kingsdown (SDA08), to the B4019 at Broad Blunsdon (SDA13) and via Cold Harbour/Turnpike to Tadpole Garden Village via Ermin Street
- QBC2 serves Wichelstowe (SDA06), including the Redposts Drive bus filter
- QBC3 serves the NEV (SDA07) via Queens Drive, with the remainder planned by 2028 including the Great Stall Bridge over the A419 and the public transport spine to the Great Stall East Park and Ride; and,
- QBC4 is the West Swindon Express, with a full business case planned by 2028.

7.30 The BSIP core network ambition is a flagship service every 7 to 8 minutes and a core service every 10 minutes, Monday to Saturday, with DRT feeding the core network from the lower density areas. The SDA policies tie the corridor measures to the allocations at application stage in several instances:

- Policy SDA02 requires enhancement of and connections to the bus priority on Pipers Way and Croft Road
- Policy SDA07 requires the Park and Ride at Great Stall East with bus and active travel priority along the A420, the Great Stall Bridge and the Express Bus Network including a new bridge link across the A419
- Policy SDA10 requires bus priority on the Lady Lane access.

7.31 Swindon station anchors the Central Area strategy. Policy ST5 requires developments in the Central Area to promote access to the rail network through improved bus integration with the station and through Travel Plans and access strategies, and the Fleming Way bus interchange, completed in August 2025, provides the bus-to-rail interchange. The Swindon Knowledge Central proposal for a northern station entrance is treated as an aspiration, as recorded in **Chapter 4.0**, and no reduction is claimed from it. Lever 3 is quantified on bus alone, reflecting the small share of travel to work by rail recorded in **Chapter 5.0**.

7.32 The bus uplift is quantified as the increase from the 2021 Census bus mode share for travel to work of 8.1% to the BSIP target of at least 10% at new developments, 1.9 percentage points. The BSIP target is adopted because it is set in a statutory document that exists independently of LP2043, is delivered through the Enhanced Partnership under the Bus

Services Act 2025 and applies precisely to developments of the kind the Local Plan allocates.

- 7.33 Not all of the uplift in public transport mode share is drawn from car drivers, so the TAG Data Book Table A5.4.6 bus diversion factor of 0.29 for urban conurbations is applied, giving a reduction of 0.81% in car driver trips at residential and employment allocations.

Lever 4 - Active Travel Network

- 7.34 Policy ST4 safeguards the routes of the LCWIP and sets LTN 1/20 as the design standard for new infrastructure, and Policy ST9 sets the cycle parking standards. The LCWIP identifies 23 prioritised schemes designed to LTN 1/20, with a first phase of approximately £45 million over ten years, linking the growth locations to the town centre, the station, the employment areas and schools along the primary and secondary networks described in **Chapter 5.0**. TN02a maps the allocations against the LCWIP growth scheme network and records that every allocation falls within suitable proximity of a scheme. The crossings which remedy the severance noted when connecting to the eastern growth areas, comprising the Kingsdown bridge and the South Marston / Rowborough railway underpass, are included in the Highways Uncertainty Log at **Appendix G**.
- 7.35 Site level walking and cycling measures are delivered through Travel Plans and are counted within the Travel Plan reduction described under Lever 2. Only the additional, network level effect of the LCWIP provision is counted under Lever 4, so the same trips are not claimed twice.
- 7.36 The network level effect is quantified using the Propensity to Cycle Tool (PCT) for the Swindon commuter desire lines under the Government Target (Near Market) scenario, in which the commuter cycling mode share rises from 4.56% to 8.31%. For Swindon, the PCT attributes 65.2% of that uplift to former car drivers, equating to a reduction of 2.44 percentage points in car driver mode share. This equates to a 3.61% reduction in car driver trips at residential allocations and 3.58% at employment allocations against the 2021 Census car driver baselines of 67.5% and 68.2%.
- 7.37 The Government Target (Near Market) scenario is the most conservative realistic scenario in the PCT and is adopted so that the uplift is deliverable. The PCT scenarios rest on CWIS1 and the 2011 Census commute layer and have not been rebuilt for CWIS3. Lever 4 is therefore conservative relative to the current national target. The PCT baseline of 4.56% is of the same order as the 4.0% cycling mode share recorded in the 2021 Census.

Measures Considered but Not Applied

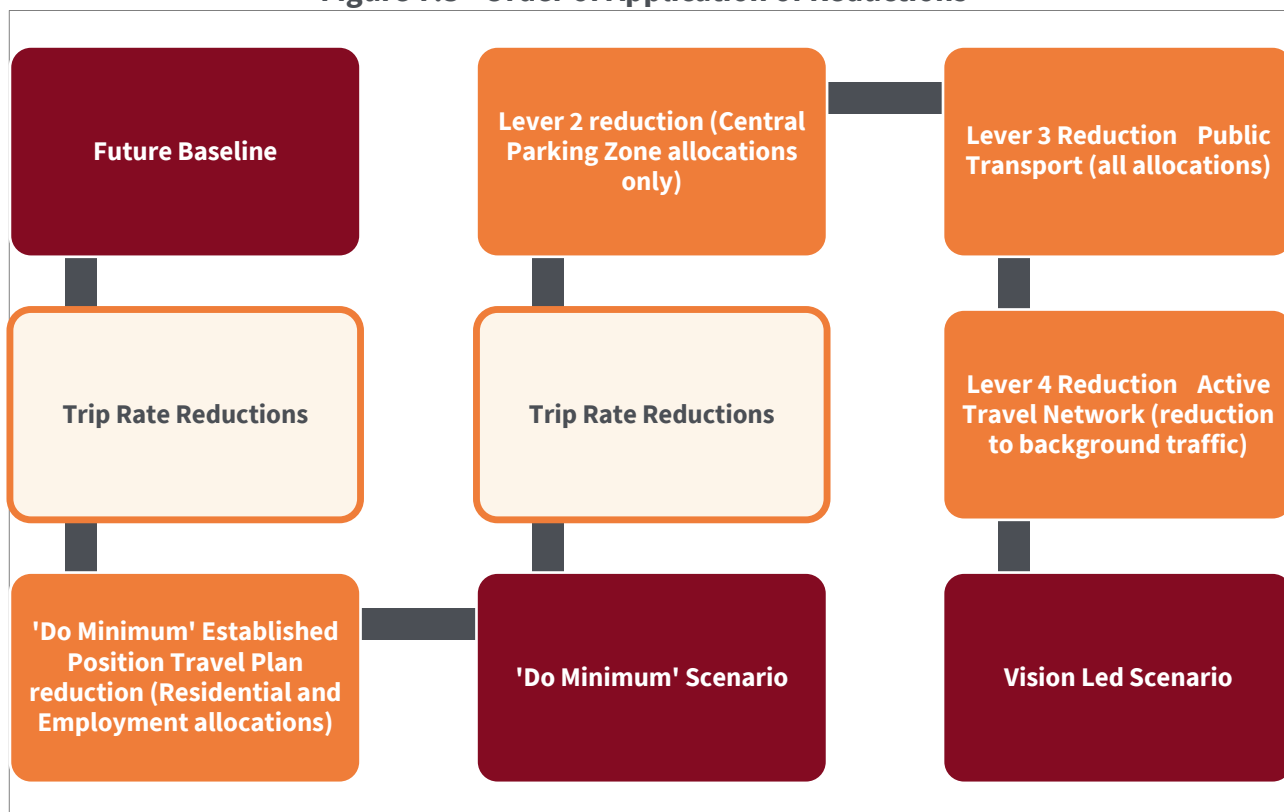
- 7.38 Lever 5 covers wider demand management and fiscal measures, comprising workplace parking levies, clean air zones and road user charging. These are among the strongest levers available, but none are proposed, funded or programmed for Swindon and none is supported by a policy of LP2043. They are recorded in TN02a as considered but not

pursued, and no reduction is applied for them in either scenario. Car clubs, micromobility and shared mobility are supported by Policy ST2 as expectations of development and no reduction is claimed for them. Electric vehicle uptake is excluded from the mode shift assumptions, because it changes the emissions profile of a trip rather than whether it is made by car.

Combining the Levers and the Assumptions Carried into the Modelling

- 7.39 Three forecast positions are carried through the STM in each forecast year, as defined in **Chapter 3.0** and described in **Chapter 8.0**:
- the Future Baseline, which carries the committed baseline forward to the forecast year without the LP2043 allocations and with no mode shift reduction, and is the reference case
 - the Do Minimum scenario, which adds the LP2043 growth and applies the 6.6% consented Travel Plan reduction to the residential and employment allocations; and,
 - the Vision-Led scenario, which applies the further evidenced levers to the Do Minimum.
- 7.40 The levers are combined multiplicatively, each acting only on the car driver trips remaining after the preceding levers, because the reductions act on overlapping pools of trips and arithmetic addition would count the same switched trips more than once. Residential allocations within Sector 1 carry the Travel Plan reduction and Lever 2 only. All other allocations, including employment allocations within Sector 1, carry the Travel Plan reduction and Levers 3 and 4.
- 7.41 **Figure 7.3** shows the order in which the reductions are applied to build the two tested scenarios from the Future Baseline. No reduction is applied to background traffic, and Lever 2 is applied only to sites within the Central Parking Zone.

Figure 7.3 - Order of Application of Reductions



*From TN02a Figure 6.1. Each scenario carries forward the reductions applied at the stages before it.

- 7.42 Double counting between mechanisms is avoided by construction, since each element enters the forecast at its own point. Lever 1 enters through the TN01 trip rates and the TN04 distribution. The Travel Plan reduction and Levers 3 and 4 enter through the trip rates applied to the allocations. Lever 2 enters through car ownership, which the trip rates do not capture.
- 7.43 **Table 7.1** summarises the reductions applied by element and **Table 7.2** their combined effect by allocation type.

Table 7.1 - Reductions Applied by Element

Element	Applied to	Reduction in car driver trips	Scenario
Travel Plans (Do Minimum established position)	Residential and employment allocations	6.6%	Do Minimum and Vision-Led
Lever 1 - Spatial strategy and land use	All allocations	Embedded in the forecast; no separate factor	All
Lever 2 - Parking restraint	Residential allocations within the Sector 1 Central Parking Zone only	29.3%	Vision-Led
Lever 3 - Public transport	All allocations except residential allocations within Sector 1	0.81%	Vision-Led
Lever 4 - Active travel network	All allocations except residential allocations within Sector 1	3.61% residential; 3.58% employment	Vision-Led
Lever 5 - Wider demand management and fiscal measures	Not applied	None	Not tested

Table 7.2 - Combined Reduction by Allocation Type

Applies to	Travel Plans	Lever 2	Lever 3	Lever 4	Combined (layered)	If summed
Residential allocations within Sector 1	6.59%	29.33%			33.98%	35.92%
Residential allocations outside Sector 1	6.59%	-	0.81%	3.61%	10.70%	11.02%
Employment allocations	6.59%		0.81%	3.58%	10.66%	10.98%

7.44 As outlined in **Table 7.2**, the combined Vision-Led reductions are therefore 34.0% for residential allocations within Sector 1 and 10.7% for all other allocations, in each case below the arithmetic sum of the individual reductions. The zonal trip rates to which the reductions are applied, and the loading of the scenarios to the STM, are set out in **Chapter 8.0**.

Summary

- 7.45 The Vision-Led approach has shaped this TA from the outset. The vision and its measurable framework were set first. The level of vehicle trip generation provided for was then decided from observed behaviour, secured obligations and evidenced policy measures. Each reduction carried into the modelling is tied to a policy of LP2043, an identified measure and a securing mechanism.
- 7.46 Their effect on the network, the mitigation developed in response and the Monitor and Manage approach to delivery are set out in **Chapter 8.0**.

8.0 STRATEGIC MODELLING, MITIGATION, MONITOR AND MANAGE

- 8.1 Strategic Transport Modelling using both SATURN and a microsimulation model of the A419 and M4 corridor is currently ongoing. The latter being undertaken by National Highways. The results of the modelling will further inform the final highways mitigation strategy.
- 8.2 This currently comprises the 19 schemes recorded in the Highways Uncertainty Log and summarised in **Table 6.18**.
- 8.3 Some of these schemes are substantively complete and others will be implemented on a phased basis to support LP2043 growth. Together with the BSIP and LCWIP measures, they form the mitigation strategy under the Vision-Led approach.
- 8.4 The transport projects required to support LP2043 are set out in the Infrastructure Delivery Schedule of the IDP, which assigns each project a priority of Critical, Necessary or Important. The projects and their priorities are summarised in **Table 8.1**. The priorities are provisional and will be confirmed or revised once the forecast modelling and the NH microsimulation are complete.

Table 8.1 - IDP Transport Projects and Priority

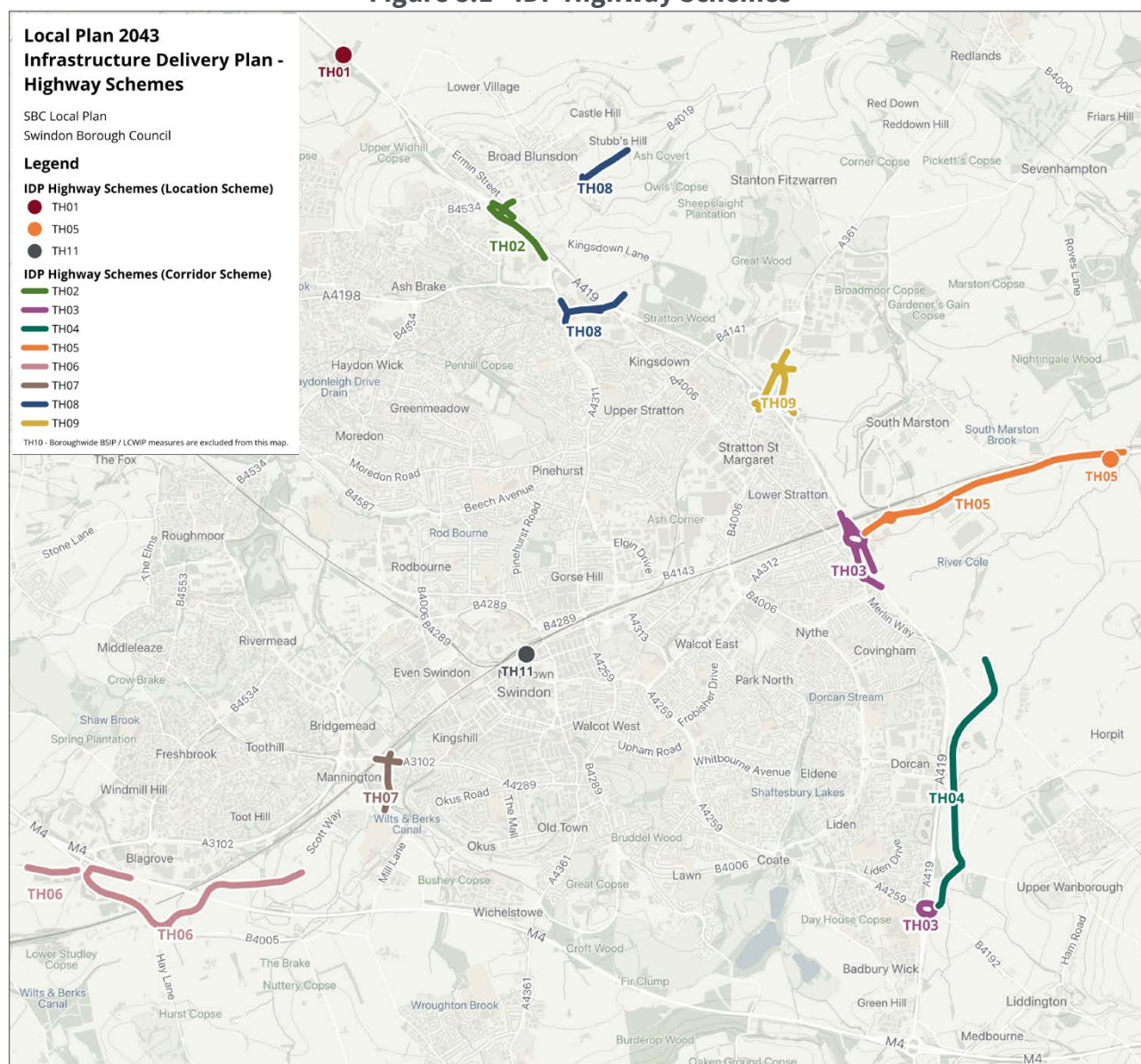
IDP ref	Project	SDA	IDP priority
TH01	Tadpole North left-in / left-out junction onto the A419	SDA09	Critical
TH02	B4534 Lady Lane widening and signalised junction	SDA08	Critical
TH03	NEV top-up mitigation on the A419 (if required)	SDA07	TBC, pending modelling
TH04	Southern Connector Road	SDA07	Critical
TH05	A420 / Great Stall East park and ride and road space reallocation	SDA07	Necessary
TH06	M4 Junction 16 minor changes	SDA06	Necessary
TH07	Wichelstowe bus gateway	SDA06	Important
TH08	Kingsdown Improvements Package, A419 bridge and Arkwright Road works	SDA08	Necessary
TH09	Rat Trap and Honda North roundabout works (Panattoni Park)	Committed employment	Necessary
TH10	Boroughwide BSIP / LCWIP and bus priority	Boroughwide	Critical

IDP ref	Project	SDA	IDP priority
TH11	Swindon station south-side public transport interchange	SDA01	Important

8.5 TH03 is held pending the STM forecast runs and will only be required if the LP2043 growth takes the A419 corridor beyond capacity over and above the committed position.

8.6 The location of the schemes in **Table 8.1** are illustrated in **Figure 8.1**.

Figure 8.1 - IDP Highway Schemes



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8.7 Cross-boundary matters are being addressed through SoCGs with NH and the neighbouring LHAs, as set out at **paragraph 4.40**. The key cross-boundary transport matters are:

- the capacity of the SRN at M4 Junctions 15 and 16 and on the A419;
- the impact of the NEV on the A420 and the Oxfordshire network; and,

- committed development in Wiltshire at M4 Junction 16.

8.8 These are being tested in the STM and the NH microsimulation. Any mitigation required will be agreed with NH and the relevant authority through the SoCG process and reflected in the IDP.

9.0 SUMMARY AND CONCLUSION

- 9.1 This chapter summarises the assessment and reports conclusions against the four objectives set in **Chapter 3.0**. It is an interim statement. The strategic modelling of the Local Plan scenarios in the STM, and the NH microsimulation of the A419 and M4 corridor, are ongoing, and **Chapter 8.0** will be completed once the outputs are received.

Summary

- 9.2 SBC has appointed arcitrans to prepare this TA as part of the transport evidence base for LP2043 at Regulation 19 stage. The TA applies the Vision-Led approach required by the NPPF and is assessed against the severe residual cumulative impact and unacceptable highway safety tests of Policy TR6 (NPPF, 2026) and paragraph 116 of the NPPF (2024), together with the expectations of DfT Circular 01/2022 for the SRN.
- 9.3 This TA reviews the policy context and the existing transport conditions, sets out the growth proposed by LP2043 and the sustainable transport strategy through which it is to be delivered, and establishes the trip generation assumptions carried into the strategic modelling. It has been prepared in parallel with the forecasting, and the model results, junction assessment, mitigation strategy and Monitor and Manage approach will be reported once the modelling is complete.
- 9.4 The methodology has been developed with NH and SBC as local highway authority. NH conditionally accepted the 2023 STM base model in May 2026 and has since accepted the Do Minimum residential trip rates and the Vision-Led mode shift factors, with the Vision-Led scenario subject to review on completion and a reservation recorded over the Central Area office trip rate. Modelled growth is to be transferred to the NH microsimulation models of the A419 and M4 corridors, and SoCGs are in preparation with NH and the neighbouring authorities.
- 9.5 The policy review confirms that national and local policy direct the assessment towards a Vision-Led, decide and provide approach, with the BSIP, the LCWIP, the SPDs and draft Policies ST1 to ST9 providing an established framework through which the Local Plan measures can be secured.
- 9.6 The review of existing conditions shows the SRN at M4 Junctions 15 and 16 and on the A419 operating below 70% volume to capacity in all modelled periods, with observed delay concentrated on the local radial corridors rather than the SRN, and background growth of up to 10% on sections of the A419 expected following the opening of the A417 Missing Link in 2027. Swindon is compact and self-contained with a high frequency rail station, while bus patronage remains below its 2019 level, walking and cycling participation is below the regional and national averages, and the railway and the A419 sever the growth locations from the town centre.

- 9.7 A review of personal injury collision data for 2021 to 2025 records stable annual totals with no notable trend in fatal and serious collisions. Collision clusters are concentrated at junctions on the radial corridors into the town centre, with vulnerable road users accounting for 68% of those killed or seriously injured. Two cluster sites are on the SRN, on the A419 and at M4 Junction 15, with one fatal collision between them.
- 9.8 The growth tested is the Regulation 19 Publication Local Plan, with the housing supply and phasing taken from the Housing Delivery Topic Paper and reconciled to the uncertainty logs and the model inputs. Policy HC1 sets a requirement of 21,654 dwellings between 2025/26 and 2042/43 against a supply of 24,998 dwellings.
- 9.9 The thirteen SDAs provide 21,330 homes in the plan period, of which 12,514 are committed and 8,816 are LP2043 growth, together with 85,000 sqm of offices and 53,000 sqm of industrial floorspace under Policy E2. The spatial strategy directs 3,302 of the new homes and 76,000 sqm of offices to the Central Area, where 38.1% of households are already car free and new homes are permitted to be car free under Policies SDA01 and ST9.
- 9.10 The remaining growth bears principally on the Blunsdon, Lady Lane and Cold Harbour/Turnpike junctions and on M4 Junction 16. The enabling infrastructure for the committed expansion is largely constructed or secured, while the Lady Lane schemes remain subject to a developer collaboration agreement.
- 9.11 The Vision-Led strategy was set before the modelling and shapes the assessment. The level of vehicle trip generation provided for was decided from observed behaviour at comparable locations, the reductions secured through consented Travel Plans and the further reductions evidenced from the policies of LP2043. The 6.6% consented Travel Plan reduction sits below the Travel Plans SPD guide range and is outperformed by the monitored outturn of 30.1% across six consented sites. Each Vision-Led lever is tied to a policy, a measure and a securing mechanism, giving a combined reduction of 34.0% within the Sector 1 Central Parking Zone and 10.7% elsewhere, and no reduction is applied to background traffic.
- 9.12 The cumulative impact is tested in the STM, a SATURN model with a 2023 base year validated to TAG Unit M3.1. The Future Baseline carries the committed baseline forward without the LP2043 allocations as the without-plan reference case, the Do Minimum scenario adds the LP2043 growth with the consented Travel Plan reduction, and the Vision-Led scenario applies the further evidenced levers, with With Mitigation runs added where required. The forecast runs are in progress and the results will be reported in **Chapter 8.0**.
- 9.13 The mitigation framework at this stage comprises the highway improvements named in draft Policy ST6 and recorded in the Highways Uncertainty Log, together with the BSIP Quality Bus Corridors and the LCWIP schemes. The final strategy will apply the sustainable transport hierarchy, no scheme is claimed as resolving an impact until its With Mitigation

run is complete, and the Monitor and Manage approach will be built on the Travel Plan and Enhanced Partnership monitoring that already operates.

Conclusion

- 9.14 The evidence prepared to date confirms that LP2043 directs the majority of its new growth to the most accessible locations in SBC, provides for vehicle trip generation at a level decided from observed and secured outcomes rather than unconstrained forecasts, and is supported by an enabling infrastructure programme that is largely committed. The inputs to the assessment of cumulative impact are complete and agreed with NH, and the Local Plan effects are expected to concentrate at the Blunsdon, Lady Lane and Cold Harbour/Turnpike junctions, on the A420 corridor and at M4 Junction 16.
- 9.15 Subject to the completion of the strategic modelling and the mitigation strategy, the evidence does not indicate that the residual cumulative impacts of LP2043 on the transport network would be severe, nor that unacceptable impacts on highway safety would arise. On that conditional basis, LP2043 accords with national and local transport policy and is considered deliverable in transport terms, with the conclusion to be confirmed on completion of **Chapter 8.0**.

APPENDIX A - LOCAL MODEL VALIDATION REPORT

APPENDIX B - TN01: TRIP RATE REVIEW

APPENDIX C - TN02A: VISION-LED MODE SHIFT

APPENDIX D - TN03: POLICY REVIEW

APPENDIX E - TN04: TRIP DISTRIBUTION

APPENDIX F - DEVELOPMENT UNCERTAINTY LOG

APPENDIX G - HIGHWAYS UNCERTAINTY LOG