

| Option ID | Short title                                                               | Source       | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Indicative High Level Cost | Evaluation of Intervention Importance to Local Plan | Status                   | Growth Area/Strategic Site |
|-----------|---------------------------------------------------------------------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-----------------------------------------------------|--------------------------|----------------------------|
| XXMO1+    | Kingham Station-Stow-on-the-Wold-Bourton-On-The-Water Greenway            | AK CDC       | Active Travel route                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | £2,000,000.00              | Important                                           | Proposed                 | All                        |
| Ac1       | On-site services                                                          | City Science | This site represents a significant expansion of an existing village to the north. At present there is extremely limited services around the village including a small village hall, a small primary school (~100 pupils), a small play park and green space and a small church. The level development (660 dwellings) combined with the more isolated nature of the site (~5miles from Cirencester which is likely to be where most services are for the housing). It is approximately 2-2.5 miles from the Driffield Site. The scale of the development suggests that it would require at least an additional primary school, a retail offering ideally with a sizable convenience. | £0                         | Critical                                            | LP: On-site              | Cotswold: Ampney Cruicis   |
| Ac2       | Enhancements to 50 Bus                                                    | City Science | Currently the 50 bus provides a circularly route between Cirencester and Ampney Cruicis Monday to Friday between 8:50 13:50. This intervention will increase the frequency of the bus from hourly to half-hourly and extend the times to 0730 to 1830 (to allow for work time commuting). In addition services would run a more limited service on saturday and sunday (at present there is no services. Given the level of current provision an additional vehicle would likely be needed.                                                                                                                                                                                          | £500,000                   | Critical                                            | LP: Strategic (off-site) | Cotswold: Ampney Cruicis   |
| Ac3       | Active Travel route to join D7 (access to Down Ampney, Driffield Site and | City Science | An active travel route including cycling and walking to join onto intervention D7 to provide a route between all the major sites and Cirencester. This route is 2.1km long and would be formed through small bit of shared pathway on the A417 between Village Street and Waterton Farm (BAC25 footpath) 0.4km followed by 1.7km of upgraded footpath to shared space.                                                                                                                                                                                                                                                                                                               | £1,000,000                 | Critical                                            | LP: Strategic (off-site) | Cotswold: Ampney Cruicis   |
| Ac4       | Ampney Cruicis-Poulton-Fairford Active Travel Route                       | City Science | An active travel route providing a route to Poulton including Ampney St Peter. 3.4km predominantly upgraded bridleways, footpaths and tracks followed by 1.3km of quiet lane treatment, 1.6km of on road segregation followed by 3.2km of quiet lane treatment on Welsh Way. The whole route is 8.6km.                                                                                                                                                                                                                                                                                                                                                                               | £4,000,000                 | Critical                                            | LP: Strategic (off-site) | Cotswold: Ampney Cruicis   |
| Ac5       | Ampney Cruicis 20mph zone                                                 | City Science | 20mph within Ampney Cruicis including new residential streets, village street, school lane, butchers arm lane, allotment lane, and riding lane (from the northern edge of the site to ashbrook lane junction)                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | £100,000                   | Critical                                            | LP: Local access         | Cotswold: Ampney Cruicis   |
| Ac6       | Diversion of 77 through Village Street                                    | City Science | Diversion of the 76/77 bus route through Ampney Cruicis. This will provide bus services to fairford and additional services to circencester                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | £100,000                   | Critical                                            | LP: Strategic (off-site) | Cotswold: Ampney Cruicis   |
| Ac7       | Segregated Active Travel Route on Access Road and B4425                   | City Science | Route along new access road and then extend and enhance segregated cycleway within road boundary,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | £2,500,000                 | Critical                                            | LP: Strategic (off-site) | Cotswold: Ampney Cruicis   |
| Cir2      | Spratsgate Lane/Somerfield Road active travel links                       | City Science | Package of active travel measure could include providing pedestrian footpaths for residents willing to walk into Cirencester, as well as a on-road segregated cycleway. Require active travel access points along Spratsgate Lane for Sites SD20 and C190                                                                                                                                                                                                                                                                                                                                                                                                                            | £1,400,000                 | Critical                                            | LP: Strategic (off-site) | Cotswold: Cirencester      |

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| Cir3      | Active travel access Swindon Road          | City Science | Active travel access onto Swindon Road at the northeastern corner of Site R519 to give access to existing cycleway crossing the A419 and along Cricklade Road to town centre.                                                                                                                                                         | £200,000                   | Critical                                            | LP: Local access         | Cotswold: Cirencester      |
| Cir4      | Cricklade Road Cycleway Enhancement        | City Science | Upgrade the cycleway from Preston Toll Bar along Cricklade Road by installing high-quality road surface throughout, introducing a designated on-road cycle lane, and implementing clear signage. Extend this cycleway improvements to the town centre, passing under the foot tunnel under the Bristol Road and joining Watermoor Way | £2,000,000                 | Critical                                            | LP: Strategic (off-site) | Cotswold: Cirencester      |
| Cir5      | Watermoor Road road space reallocation     | City Science | Reallocate road space along Watermoor Road to create a serrated cycleway, joining with Cycleway improvements in <b>Cir4</b> to provide active travel links for southern development sites into Cirencester.                                                                                                                           | £250,000                   | Critical                                            | LP: Local access         | Cotswold: Cirencester      |
| Cir6      | Internal active travel links for Site R650 | City Science | Internal active links connecting Site R650 to Site R519 to benefit from active travel access towards town centre suggested in <b>Cir4</b> and <b>Cir5</b> .                                                                                                                                                                           | £0                         | Critical                                            | LP: Local access         | Cotswold: Cirencester      |
| Cir7      | Active travel access on Kingshill Lane     | City Science | Active travel access on western boundary of site directly opposite off road leading to Cirencester skate park.                                                                                                                                                                                                                        | £150,000                   | Critical                                            | LP: Local access         | Cotswold: Cirencester      |
| Cir8      | Queen Elizabeth Road/Beeches Road cycleway | City Science | On road cycleway connecting to existing east-west cycle route to link Sites R650 and R519 to town centre. Include on road cycleways along Queen Elizabeth Road and Beeches Road. Then a segregated cycle lane along London Road/Lewis Lane to access town centre.                                                                     | £1,000,000                 | Critical                                            | LP: Local access         | Cotswold: Cirencester      |
| Cir9      | Pedestrianise Castle Street                | City Science | Extend current pedestrian zone restrictions to on Crickade Road to cover Castle Street for more attractive placemaking in town centre. Reallocate road space to active travel infrastructure and green space. Divert East West traffic along Park Lane, Black Jack Street, Market Place and The Waterloo to reach London Road         | £100,000                   | Important                                           | LP: Strategic (off-site) | Cotswold: Cirencester      |
| Cir10     | Siddington Road Cycleway                   | City Science | Provision of an on-road cycleway connecting Sites SD23 and SD17 to town centre via Siddington Road. Cycleway would follow Siddington Road then turn onto Kingsmead Road to connect to existing cycleway underpass under Bristol Road. To be delivered along with <b>Cir5</b> to provide onwards cycle access to town centre.          | £300,000                   | Essential                                           | LP: Strategic (off-site) | Cotswold: Cirencester      |
| Cir11     | Extend London Road cycleway                | City Science | Extend London Road cycleway next to Site C81B toward town centre with on-road cycle lane. Connect to existing active travel bridge over Swindon Road, creating a shared use path for pedestrians and cyclists. Rejoin cycleway to London Road and towards town centre with                                                            | £500,000                   | Critical                                            | LP: Strategic (off-site) | Cotswold: Cirencester      |

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| Cir12     | Enhancement to 882 bus service                  | City Science | Increase the frequency of the Stagecoach West 882 bus service to run once an hour to provide better public transport connectivity to Cirencester.                                                                                                                                                                                                                                                                                                                                                                                                        | £400,000                   | Critical                                            | LP: Strategic (off-site) | Cotswold: Cirencester      |
| Cir14     | Cirencester mobility hub                        | Cotswold DC  | Development of a new or enhanced mobility hub integrating public transport, micromobility, cycle facilities, and shared mobility options                                                                                                                                                                                                                                                                                                                                                                                                                 | £1,000,000                 | Essential                                           | LP: Strategic (off-site) | Cotswold: Cirencester      |
| Cir15     | Cirencester Park and Ride                       | Cotswold DC  | Park and ride/stride provision to intercept car trips at the edge of town, with potential for targeted bus priority measures to improve reliability and attractiveness of services into Cirencester. Park and Rides tend to target cars coming from out of town. Given the placement of this it is unlikely to be used by sites within the local plan. It is will be important for reducing overall traffic levels which may help local plan traffic however at present the modelling does not suggest it is critical for the functioning of the network | £10,000,000                | Important                                           | LP: Strategic (off-site) | Cotswold: Cirencester      |
| Cir16     | Wayfinding improvements                         | Cotswold DC  | Introduction of a coherent, high-quality wayfinding strategy to improve navigation, reinforce key destinations, and enhance the legibility of walking and cycling networks across the town.                                                                                                                                                                                                                                                                                                                                                              | £500,000                   | Important                                           | LP: Strategic (off-site) | Cotswold: Cirencester      |
| Cir17     | East-West Pedestrian / Cycle route improvements | Cotswold DC  | Strengthening east-west pedestrian and cycle connectivity across Cirencester, improving continuity, safety, and accessibility.                                                                                                                                                                                                                                                                                                                                                                                                                           | £500,000                   | Important                                           | LP: Strategic (off-site) | Cotswold: Cirencester      |
| Cir18     | Tesco-Siddington Road Active Travel Link        | Cotswold DC  | Creation of a direct, safe walking and cycling route connecting Tesco to Siddington Road, improving local accessibility and reducing short car trips.                                                                                                                                                                                                                                                                                                                                                                                                    | £250,000                   | Essential                                           | LP: Strategic (off-site) | Cotswold: Cirencester      |
| Cir19     | Orchard Fields-Steadings Active Link            | Cotswold DC  | Establishment of a walking and cycling route through Orchard Fields connecting Siddington to The Steadings.                                                                                                                                                                                                                                                                                                                                                                                                                                              | £375,000                   | Essential                                           | LP: Strategic (off-site) | Cotswold: Cirencester      |
| Cir20     | Siddington-South Cerney active travel link      | Cotswold DC  | Development of a strategic active travel corridor utilising the disused railway line to provide a direct, segregated walking and cycling link between Siddington and South Cerney.                                                                                                                                                                                                                                                                                                                                                                       | £1,100,000                 | Essential                                           | LP: Strategic (off-site) | Cotswold: Cirencester      |
| Cir21     | Green Lane Quiet Road                           | Cotswold DC  | Reclassification of Green Lane (off Clark's Lane) from highway use to a quiet lane with lower speed limits and appropriate signage to enable shared use road for walking and cycling.                                                                                                                                                                                                                                                                                                                                                                    | £100,000                   | Essential                                           | LP: Strategic (off-site) | Cotswold: Cirencester      |

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| Cir22     | Dower's Lane and A417 Underpass Roundabouts Active Travel |              | Model suggests that cycling along the Dower's Lane becomes unsuitable for most people from suitable for some people due to increased traffic volumes. Many surrounding roads are currently assessed to have low suitability for cycling however there are a few off-road routes nearby meaning some cycle routing may be happening. Mitigation is likely to involve speed limit treatment on Dower's Lane and a shared pathway/cyclops upgrade to the two roundabouts. There is limited suitability in the wider area for cycling so this is unlikely to be a critical mitigation.                                                                    | £250,000                   | Not Important                                       |  | Proposed                 | Cotswold: Cirencester      |
| Cir23     | Spratsgate Lane AT Mitigation                             | City Science | At present the road has minimal segregated infrastructure (with the exception of the new roundabout that feeds into the development near the Wilkinson Road Junction). The change is traffic is significant enough that even with minimal interventions such as 20mph zones and traffic calming or non-segregated cycle lanes are unlikely to be sufficient to leave the road suitable for most people. At present this route lies on the National Route 45. Multiple options should be explored including providing segregated provision or through alternative routing for the key routes that may use this route. For example K10 intervention may | £1,400,000                 | Critical                                            |  | Proposed                 | Cotswold: Cirencester      |
| Cir24     | On site provision of services                             | City Science | Site further from Cirencester Town centre require on site provision of essential services to reduce travel in to the town centre. This should include at a minimum a primary school, a community space, a retail offering (ideally a small convenience store and service for last mile delivery such a RM parcel box and parcel collection (either within a retail offering or through an external parcel collection service).                                                                                                                                                                                                                        | £0                         | Critical                                            |  | LP: On-site              | Cotswold: Cirencester      |
| Cir25     | Kingshill Road/London Road mitigation                     | City Science | Targeted junction improvements to address capacity constraints and improve traffic flow.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | £200,000                   | Critical                                            |  | Proposed                 | Cotswold: Cirencester      |
| Cir26     | Kingshill Road/Cirencester Road mitigation                | City Science | Corridor-based measures to alleviate congestion and improve travel into and Cirencester.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | £250,000                   | Critical                                            |  | Proposed                 | Cotswold: Cirencester      |
| Cir27     | Somerford Road/Chesterton Lane HW Mitigation              | City Science | Upgrade intersection between somerford road and chesterton lane to be signalised. The modelling suggests that increased traffic on Chesterton road will lead to severe queueing on the Somerford road due to them being unable to merge                                                                                                                                                                                                                                                                                                                                                                                                               | £250,000                   | Essential                                           |  | Proposed                 | Cotswold: Cirencester      |
| Cir28     | Cirencester Road AT Flag                                  | Ciry Science | Limit issues for active travel using speed limits (20mph) and soft segregation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | £400,000                   | Critical                                            |  | 0                        | Cotswold: Cirencester      |
| Cir29     | B4425/A429 Stow Road mitigation                           | City Science | Signal Optimisation/ Increase cycle time (reduce amount of loss time for Cherytree Ln and increase green time B4425 and Stow Rd) Required to deal with harm to network                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | £10-50k                    | Critical                                            |  | Proposed                 | Cotswold: Cirencester      |
| Cir30     | Cirencester-Swindon BRT                                   | City Science | Implementation of BRT route prosed between Cirencester and Swindon. This is assumed to contain enough bus priority interventions to keep the journey times down and a service that is frequent a minimum of every fifteen minutes. In order to maximise the utility of thise route for the local plan it is assumed that this will be an express stopping service that would call at Swindon-Down Ampney-Driffield Junction- Preston-Kingshill Lane-Cirencester. This captures around 2300 dwellings in the local plan. Journey time between Swindon and Cirencester should be no longer than 50-60 minutes to provide a competitive journey time     | £5,000,000                 | Critical                                            |  | LP: Strategic (off-site) | Cotswold: Cirencester      |

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| Cir31     | Active travel connections with and through The Steadings                | City Science      | Connection of Cirencester to Kemble active travel route to the south side of The Steading site, with active connections through the site to allow onwards active travel to Cirencester.                                                                                                                                                                                                                                                               | £0                         | Critical                                            | LP: Local access         | Cotswold: Cirencester      |
| Cir32     | Enhanced or extended bus service between Site C187 via the Steadings to | City Science      | Increase the frequency of existing bus routes or implementation of a new bus route to connect the new site south of the Steadings via The Steadings to Cirencester. Could include a bus gate to permit bus movements between the Steadings and site C187.                                                                                                                                                                                             | £150,000                   | Critical                                            | BAU+                     | Cotswold: Cirencester      |
| Cir33     | Local transport corridor interchange hub in The Steadings               | City Science      | Implement a Local Transport Corridor Interchange Hub within The Steadings where bus service between The Steading and Cirencester will stop on site.                                                                                                                                                                                                                                                                                                   | £0                         | Critical                                            | LP: Strategic (off-site) | Cotswold: Cirencester      |
| Cir34     | 20mph zones                                                             | City Science      | Extended the 20mph zones to cover residential street and development sites. This follows the consultation currently out                                                                                                                                                                                                                                                                                                                               | £150,000                   | Essential                                           | LP: On-site              | Cotswold: Cirencester      |
| Cir35     | Active Travel Route from South Steadings to Tetbury Road Entrance of    | City Science/ GCC | Route following the existing planned interconnection between the Steadings and South Steadings extension. Exiting on the southern access from the Steadings (assuming the roundabout has been designed with adequate segregation. Then 0.2km of shared pathway on the north bound side of the road. Given the likely low volumes of both pedestrians and cyclists a 3m shared pathway would be sufficient and can be delivered within the HW boundary | £100,000                   | Critical                                            | LP: Local access         | Cotswold: Cirencester      |
| Cir36     | A419 Swindon Road/Silver Street                                         | City Science      | Upgrade the junction to a signalised junction and add approach flares.                                                                                                                                                                                                                                                                                                                                                                                | ~0.5-1million              | Critical                                            | Proposed                 | Cotswold: Cirencester      |
| Cir37     | A429/Chesterton Ln Junction                                             | City Science      | Change the stages and phases (having an all A429 stage followed by a Chesterton Ln stage, and more green time for Stroud lane approach)                                                                                                                                                                                                                                                                                                               | £10-50k                    | Critical                                            | Proposed                 | Cotswold: Cirencester      |
| Cir38     | A419 Stroud Road/Trewsbury Road                                         | City Science      | Upgrade the junction to a signalised junction and add approach flares.                                                                                                                                                                                                                                                                                                                                                                                | ~0.5-1million              | Critical                                            | Proposed                 | East of Cirencester        |
| Cir39     | A429 Watermoor Roundabout                                               | City Science      | Add approach arm flares to the roundabout and widen the eastbound approach arm.                                                                                                                                                                                                                                                                                                                                                                       | £1-10million               | Critical                                            | Proposed                 | Cotswold: Cirencester      |

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| Cir40     | Stroud Road north of Tetbury Roundabout    | City Science | Widen the road to two lanes to accommodate development access.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | £1-10million               | Critical                                            | Proposed                 | Cotswold: Cirencester      |
| Cir41     | A419 Swindon Road\Cirencester Road         | City Science | Widen the roundabout to provide two lanes between the roundabout and the Kingsmill Lane signalised junction.                                                                                                                                                                                                                                                                                                                                                                                                                                               | £1-10million               | Critical                                            | Proposed                 | Cotswold: Cirencester      |
| Cir42     | A29 Swindon Road/Bristol Road Roundabout   | City Science | Widen the roundabout.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | £1-10million               | Critical                                            | Proposed                 | Cotswold: Cirencester      |
| D1        | On site provision of services              | City Science | Site requires on-Site provision of key services such as retail and healthcare as there is currently only one small village shop in Down Ampney, with other retail and healthcare services located over 3km away.                                                                                                                                                                                                                                                                                                                                           | £0                         | Critical                                            | LP: On-site              | Cotswold: Down Ampney      |
| D2        | Cricklade cycle route                      | City Science | Cycleway connecting Down Ampney and Cricklade to give sustainable access to retail services in Cricklade. Route would follow Down Ampney Road and head south on Cirencester road, cross the A419 and continue down into Cricklade.                                                                                                                                                                                                                                                                                                                         | £900,000                   | Critical                                            | LP: Strategic (off-site) | Cotswold: Down Ampney      |
| D3        | South Cerney cycle route                   | City Science | Cycleway connecting Down Ampney and Cricklade to give sustainable access to retail services in South Cerney. Route would follow Down Ampney Road west and cross the A419, before turning north onto Cerney Wick Lane and following north on to Station Road into the centre of South Cerney.                                                                                                                                                                                                                                                               | £1,750,000                 | Critical                                            | LP: Strategic (off-site) | Cotswold: Down Ampney      |
| D4        | Driffield Junction Development cycle route | City Science | Cycleway connecting Down Ampney to Driffield Junction Development via existing bridleway to the north of the development Site. Route meets the eastern boundary of the Driffield Junction Development Site, where, in conjunction with Option DJ3 it would benefit from onwards cycle access to Cirencester.                                                                                                                                                                                                                                               | £1,500,000                 | Critical                                            | LP: Strategic (off-site) | Cotswold: Down Ampney      |
| D6        | Enhancements of 76 bus route               | City Science | Increase the frequency of the Stagecoach West 76 bus service to run once an hour to provide better public transport connectivity to Cirencester.                                                                                                                                                                                                                                                                                                                                                                                                           | £1,000,000                 | Critical                                            | LP: Strategic (off-site) | Cotswold: Down Ampney      |
| D7        | Down Ampney - Cirencester Greenway         | Cotswold DC  | Extended greenway linking Sites in Down Ampney to Cirencester. Route would extend up through the sites in Down Ampney, north along the PROW route (BDA1) and the west towards Driffield (Route BDD16). It would then connect with the sites at Driffield Junction Development, running directly through these sites and onwards to the existing bridleway running northeast from Harnhill and adjacent to the A419. It would cross the A417 at Witpit Lane and connect to the sites along Kingshill Lane. For there it would follow Cir8 into town centre. | £3,500,000                 | Critical                                            | LP: Strategic (off-site) | Cotswold: Down Ampney      |

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| D9        | 20 mph zones                                              | City Science | Introducing 20mph zones across Down Ampney including within development sites                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | £75,000                    | Essential                                           |  | LP: Strategic (off-site) | Cotswold: Down Ampney                    |
| D10       | Quiet Lane Treatment on Unnamed Road between Oak Road and | City Science | In order to limit the use of this not suitable single track road several measures are pursued: Speed limit Change from National Speed limit to 30mph - this change will ensure that suitability level for active travel is improved as well as limit the perceived advantage of the route. Traffic calming measures including road marking and bumps. In addition formally designating this as a rural quiet lane with measures to ensure that traffic is kept beneath 1000 pcu a day. Finally in order to facilitated passing more passing places to be implemented with | £500,000                   | Critical                                            |  | LP: Strategic (off-site) | Cotswold: Down Ampney                    |
| DJ1       | On site provision of services                             | City Science | Site requires on-Site provision of key services such as retail, education and healthcare as closest services are 2 miles away in South Cerney or Down Ampney.                                                                                                                                                                                                                                                                                                                                                                                                             | £0                         | Critical                                            |  | LP: On-site              | Cotswold: Driffield Junction Development |
| DJ2       | South Cerney active travel route                          | City Science | Provision of a segregated cycleway linking the western boundary of the Site to services in South Cerney for those who are able to cycle the distance. This could include active travel priority at A419/B4696 junction, then an onwards active travel route along the B4696 and Station Road into South Cerney. Alternatively could explore an active travel bridge over A419 connecting to and active travel route along Bow Wow Road directly into South Cerney. This assumed D3 is delivered                                                                           | £200,000                   | Critical                                            |  | LP: Strategic (off-site) | Cotswold: Driffield Junction Development |
| DJ3       | Cirencester active travel route                           | City Science | Provision of a segregated cycleway connecting the Site to Cirencester via Cirencester Road for those able to cycle the distance. It is assumed that this should be delivered using a crossing of Cirencester Road which requires a change in the character of that road. GCC expressed support for this.                                                                                                                                                                                                                                                                  | £5,500,000                 | Critical                                            |  | LP: Strategic (off-site) | Cotswold: Driffield Junction Development |
| DJ5       | Driffield Junction Development Village Mobility Hub       | City Science | A smaller mobility hub providing bus services, EV charging and parcel drop off points.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | £1,500,000                 | Critical                                            |  | LP: Strategic (off-site) | Cotswold: Driffield Junction Development |
| DJ6       | Charlham Lane access                                      | City Science | Active travel access to Charlham Lane to facilitate onward active travel to Primary school and shop. Much of this is covered by D4 but this just ensures the access is secured in the masterplan                                                                                                                                                                                                                                                                                                                                                                          | £0                         | Critical                                            |  | LP: Local access         | Cotswold: Driffield Junction Development |
| DJ8       | Bridleway enhancement to Down Ampney (Wiltshire)          | City Science | Enhancement of Bridleways through Wiltshire to high quality cycleway and walking route to Down Ampney                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | £750,000                   | Critical                                            |  | LP: Strategic (off-site) | Cotswold: Driffield Junction Development |
| DJ9       | Future Proofing for Post-Local Plan Growth                | City Science | Ensuring that internal design accounts for future post-local growth particularly around the prevention of through-traffic                                                                                                                                                                                                                                                                                                                                                                                                                                                 | £0                         | Critical                                            |  | LP: On-site              | Cotswold: Driffield Junction Development |

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| DJ10      | B4696 Spine Rd Approach to Station Rd/Cerney Wick Ln Intersection | City Science | Upgrade Junction to a signalised Junction                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | £250,000                   | Critical                                            |  | Proposed         | Cotswold: Driffield Junction Development |
| Fa1       | On-site provision of services                                     | City Science | On-Site provision of key services such as retail and healthcare.                                                                                                                                                                                                                                                                                                                                                                                                                                                      | £0                         | Critical                                            |  | LP: On-site      | Cotswold: Fairford                       |
| Fa2       | Southrop Road/London Road active travel route                     | City Science | Provision of a segregated active route linking Site F57C to the town centre via Southrop Road and London Road. Package of measures include ensuring filling in gaps in pedestrian infrastructure and ensuring continuous footpaths and adequate crossing facilities, as well as enabling a shared used road with a cycleway. Requires active travel access of the southern boundary of the large Site along Hatherop Road and active travel access of the northern boundary of the large Site south of Southrop road. | £0                         | Critical                                            |  | LP: Local access | Cotswold: Fairford                       |
| Fa3       | Hatherop Road active travel route                                 | City Science | Provision of an active route connecting Site F57B to the town centre via Hatherop Road. Measures could include widening existing footpaths in some areas and, ensuing adequate crossing facilities and implementing shared used road with a cycleway. Requires active travel access to Site along northwestern boundary along Hatherop Road.                                                                                                                                                                          | £2,000,000                 | Critical                                            |  | LP: Local access | Cotswold: Fairford                       |
| Fa4       | Trubshaw Way active travel access                                 | City Science | Active travel access to Trubshaw Way for Site F20A for onward active travel to town centre.                                                                                                                                                                                                                                                                                                                                                                                                                           | £0                         | Critical                                            |  | LP: On-site      | Cotswold: Fairford                       |
| Fa5       | Cinder Lane quiet road                                            | City Science | Designation of Cinder Lane as a quiet road, to encourage active travel from Site F20A to the Town centre. Requires active travel access to Cinder Lane on northern boundary of Site. Includes surfacing upgrade.                                                                                                                                                                                                                                                                                                      | £380,000                   | Critical                                            |  | LP: Local access | Cotswold: Fairford                       |
| Fa6       | Horcott Road active travel route                                  | City Science | Improve active travel links along Horcott Road to encourage sustainable access from Site F53A to the town centre. This includes by widen footpaths and improving crossing over wide-mouth junctions heading to town centre, as well as introducing a cycleway. This could connect to existing the cycleway crossing Dilly's Bridge and connecting to Gas Lane, providing a more direct route to High Street.                                                                                                          | £620,000                   | Critical                                            |  | LP: Local access | Cotswold: Fairford                       |
| Fa7       | E End active travel access                                        | City Science | Provision of an active travel access from the western boundary of the Site F20A, enhancing the existing footpath the connects to E End                                                                                                                                                                                                                                                                                                                                                                                | £0                         | Critical                                            |  | LP: Local access | Cotswold: Fairford                       |
| Fa8       | Leaffield Road Crossing                                           | City Science | Provision of pedestrian crossing connecting Site to the east of Leaffield Road to the Primary School opposite.                                                                                                                                                                                                                                                                                                                                                                                                        | £140,000                   | Critical                                            |  | LP: Local access | Cotswold: Fairford                       |



| Option ID | Short title                        | Source       | Description                                                                                                                                                                                                                                                                                                                                                                                                                 | Indicative High Level Cost | Evaluation of Intervention Importance to Local Plan |  | Status                   | Growth Area/Strategic Site |
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| Fa9       | Leaffield Road active travel route | City Science | Providing footpaths along Leaffield road and a cycleway to enable active travel into town centre from Site F57A.                                                                                                                                                                                                                                                                                                            | £0                         | Critical                                            |  | LP: Local access         | Cotswold: Fairford         |
| Fa10      | Enhancement to 76 bus service      | City Science | Increase the frequency of the Stagecoach West 76 bus service to run once an hour to provide better public transport connectivity to Cirencester.                                                                                                                                                                                                                                                                            | £350,000                   | Critical                                            |  | LP: Strategic (off-site) | Cotswold: Fairford         |
| Fa12      | 20mph zones                        | City Science | Introducing 20mph zones across Down Ampney including within development sites                                                                                                                                                                                                                                                                                                                                               | £150,000                   | Critical                                            |  | LP: On-site              | Cotswold: Fairford         |
| Fa13      | Fairford-Lechlade AT Route         | City Science | Segregated Cycleway on Park Street (0.3km) followed by quiet lane treatment (with physical calming measures) on Leaffield Road (0.5km) followed by footway upgrade to shared space (0.4km), segregated route along Hatherop Lane (0.3km) and then again (shared) along to Slothop Road (2.2km) followed by enhanced of a bridleway (1.6km) finally quiet lane treatment on Hambidge Lane (2.7km). Cost is additional to Fa3 | £800,000                   | Essential                                           |  | LP: Strategic (off-site) | Cotswold: Fairford         |
| K1        | A429 Active travel route           | City Science | The A429 is the single route currently connecting the K15 sites to Kemble centre. Provide a segregated cycleway along road to improve active travel access to key services and schools in Kemble centre, along with improved continuous footpaths.                                                                                                                                                                          | £0                         | Critical                                            |  | LP: Strategic (off-site) | Cotswold: Kemble           |
| K2        | Access to Old Vicarage Lane        | City Science | Active travel access to the south of Old Vicarage Lane of the eastern boundary of Site K12 to allow onwards active travel access to centre of Kemble.                                                                                                                                                                                                                                                                       | £0                         | Critical                                            |  | LP: Local access         | Cotswold: Kemble           |
| K3        | Church Road active travel          | City Science | Improvements to active travel along Church Road for Site K12. This includes active travel access to site boundary on Church road, continuous footways and possible exploration of a quiet lane on Church Road with lower speed limits and signage to improve mixed use of road for cycling.                                                                                                                                 | £250,000                   | Critical                                            |  | LP: Local access         | Cotswold: Kemble           |
| K5        | Improved A429 crossing facilities  | City Science | Improved active travel crossing facilities to allow active travel access from Site K12 to access Station Road, for onwards access to Kemble Station.                                                                                                                                                                                                                                                                        | £100,000                   | Critical                                            |  | LP: Strategic (off-site) | Cotswold: Kemble           |
| K6        | Station Road active travel         | City Science | Improved pedestrian footways and cycleways along Station Road to promote active travel access from Sites K12 to Kemble Station                                                                                                                                                                                                                                                                                              | £120,000                   | Critical                                            |  | LP: Strategic (off-site) | Cotswold: Kemble           |

| Option ID | Short title                                                    | Source       | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Indicative High Level Cost | Evaluation of Intervention Importance to Local Plan | Status                   | Growth Area/Strategic Site |
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| K8        | Kemble station improvements                                    | GCC (LTP)    | Package of improvements including improving accessibility at the station with step free bridge, cycle parking etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                              | £2,500,000                 | Critical                                            | LP: Strategic (off-site) | Cotswold: Kemble           |
| K21       | Anti-Ratrunning Measures on Unnamed Road between A429 and A433 | City Science | Minor alterations including speed interventions and no left turn into it from A429 and no right turn into it from A433 in order to stop traffic using to avoid A429/A433 junction                                                                                                                                                                                                                                                                                                                                                                                               | £10,000                    | Critical                                            |                          | Cotswold: Kemble           |
| LP7       | Stow-on-the-Wold Sheep Street/A429/High Street Mitigation      | City Science | Change signal stages with indicative arrows at high street/Roman Rd Junctions.<br><br>Signal optimisation at A429/B4068.                                                                                                                                                                                                                                                                                                                                                                                                                                                        | ~£90-130k                  | Critical                                            | Proposed                 |                            |
| LP8       | Avening High Street AT Mitigation                              | City Science | Model suggests that Avening High Street becomes unsuitable to most people to cycle on after the local plan. Mixed traffic suitability could be restored if the speed limit is reduced to 20mph with a corresponding amount of traffic calming to ensure the design speed matches the new speed limit. The remainder of links surrounding this one are deemed unsuitable according to LTN1/20 before and after the local plan which means this stretch is unlikely to currently form part of a whole route however there are some non-road routes nearby which this may cut off. | £150,000                   | Critical                                            | Proposed                 | Cotswold: Kemble           |
| LP9       | Coates AT Mitigation                                           | City Science | Model suggests that cycling on the Trewsbury Road becomes unsuitable for most people due to increased traffic volumes. Caveat: At present all the surrounding rounds into Coates are current deemed to be unsuitable for most cyclists and this is unlikely to block a route. Solutions include implementing a one way system around coates to allow for cycle lanes and/or speed reductions.                                                                                                                                                                                   | £150,000                   | Essential                                           | Proposed                 | Cotswold: Kemble           |
| LP10      | B4040/B4696                                                    | City Science | Signal Optimisation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | £10-50k                    | Essential                                           | Proposed                 | In Wiltshire               |
| LP16      | Willersey AT Flag                                              | City Science | Willersey Leamington Road and Main Street because unsuitable for cycling due to increased traffic. 20mph speed limit would resolve this.                                                                                                                                                                                                                                                                                                                                                                                                                                        | £10,000                    | Critical                                            | North Cotswold           |                            |
| K10       | Kemble - Cirencester cycleway                                  | GCC (LTP)    | Reuse of former rail route as a cycleway connecting Kemble and Cirencester for access to employment and education.                                                                                                                                                                                                                                                                                                                                                                                                                                                              | £2,000,000                 | Critical                                            | LP: Strategic (off-site) | Cotswold: Kemble           |
| K12       | Kemble to Tetbury Service bus service                          | City Science | New bus service connecting town centre of Kemble, developments Sites and Tetbury, along A439, Oxleaze Road and A433. Modelling suggests 100-200 passengers a day                                                                                                                                                                                                                                                                                                                                                                                                                | £400,000                   | Critical                                            | LP: Strategic (off-site) | Cotswold: Kemble           |

| Option ID | Short title                                                                      | Source       | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Indicative High Level Cost | Evaluation of Intervention Importance to Local Plan | Status                   | Growth Area/Strategic Site |
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| K13       | On site provision of services                                                    | City Science | Sites require on-site provision of key services such as retail and healthcare as there are minimal key services available in Kemble.                                                                                                                                                                                                                                                                                                                                                  | £0                         | Critical                                            | LP: On-site              | Cotswold: Kemble           |
| K14       | Windmill Road AT Mitigation                                                      | City Science | Flag identifies cycling may become unsuitable for most people as a result of increased traffic flow. At present the road is functionally not a full two-way street due to parking on the street. Mitigation could involve removing on street parking given most houses have drives to accommodate segregation                                                                                                                                                                         | £160,000                   | Critical                                            | Proposed                 | Cotswold: Kemble           |
| K15       | Kemble to Ewen Cycle Mitigation                                                  | City Science | Model suggests that local plan traffic will make Windmill Road, School Road to Ewen no longer 'suitable for most people'. Mitigation involves shared pathway and reduction to 40mph                                                                                                                                                                                                                                                                                                   | £1,100,000                 | Essential                                           | Proposed                 | Cotswold: Kemble           |
| K20       | 20mph zones                                                                      | City Science | Introducing 20mph zones across all streets in Kemble, including within the development sites.                                                                                                                                                                                                                                                                                                                                                                                         | £150,000                   | Critical                                            | LP: Strategic (off-site) | Cotswold: Kemble           |
| Mic2      | Site Active Travel Connections and wider offsite improvements to car free routes | City Science | Active Travel only connections to the public park to provide attractive active travel routes within Mickleton. At present the paths within the park are not sufficient for cycling and so upgrade of widths for a shared pathway or separate cycling routes would be required                                                                                                                                                                                                         | £50,000                    | Critical                                            | LP: Local access         | Cotswold: Mickleton        |
| Mic3      | Long Marsdon Road Active Travel Connection                                       | City Science | Cycleway and/or Shared Pathways along Long Marsdon Road to facilitate segregated access to National Cycleway 5 route featuring a fully car-free travel route to Stratford-Upon-Avon the distance being approximated 12-14km/ 7.5-8.5 mi within the distance that some may commute especially if coupled with targeted e-micromobility interventions.                                                                                                                                  | £3,500,000                 | Important                                           | LP: Strategic (off-site) | Cotswold: Mickleton        |
| Mic5      | Mickleton Local Centre and Services Hub                                          | City Science | At present that are limited services within Mickleton itself. Providing a local hub including some GP services, Schools and Retail offerings and mobility hub                                                                                                                                                                                                                                                                                                                         | £0                         | Critical                                            | LP: On-site              | Cotswold: Mickleton        |
| Mic6      | Improved Bus Services Mickleton to Moreton-in-Marsh                              | City Science | Current services offer routes to Stratford-Upon-Avon, Chipping Campden and Moreton-In-Marsh. Frequency is approximately every one to two hours with early and late travel options available. No services exist to nearby Evesham. This intervention would look at improving frequency of the current offering whilst also adding connections to Evesham in line with new population. Nearby Warwickshire also has some sites nearby in REG18 so there is potential for collaboration. | £400,000                   | Critical                                            | LP: Strategic (off-site) | Cotswold: Mickleton        |
| Mic8      | Mickleton to Ebrington Primary School AT Flag                                    | City Science | Baker's Hill, Hidcote Road are expected to become unsuitable to cycle. Part of the route sits on the existing national 42 cycle route. Mitigations that could be effective at retaining the cycle routes suitability include: 20mph along the stretch with included enforcement however this is unlikely to be viable across such a long stretch of rural road therefore share pathway segregation utilising bridleway for some of it.                                                | £2,000,000                 | Essential                                           | Proposed                 | Cotswold: Mickleton        |

| Option ID | Short title                                                         | Source                                           | Description                                                                                                                                                                                                                                                                                                                                                                        | Indicative High Level Cost | Evaluation of Intervention Importance to Local Plan | Status                   | Growth Area/Strategic Site |
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| Mic9      | Mickleton to Willersey speed route treatment                        | GCC (20mph Speed Work)                           | Reduction of Willersey Speed Limit to 20mph and "route treatment" to Mickleton. Could be potentially extended into Mickleton.                                                                                                                                                                                                                                                      | £0                         | Important                                           | LP: Strategic (off-site) | Cotswold: Mickleton        |
| Mic11     | 20mph zones                                                         | City Science                                     | Introducing 20mph zones across all streets in Mickleton, including within the development sites.                                                                                                                                                                                                                                                                                   | £150,000                   | Critical                                            | LP: Strategic (off-site) | Cotswold: Mickleton        |
| Mo1       | Moreton-in-Marsh to Bourton-on-the-Water via Stow-on-the-Wold       | City Science/GCC LCWIP                           | An LTN1/20 compliant route from Moreton-In-Marsh to Bourton-on-the-Water via Stow-in-the-Wold. This route can either be in the form of a segregated addition to the Fosse Road or along the routes identified in the GCC countywide LCWIP (Evenload Road-Chapel Street-Ex railway alignment). The latter was estimated to need ~1-2million to deliver and the latter is assumed    | £2,000,000                 | Essential                                           | Proposed                 | Cotswold: Moreton-In-Marsh |
| Mo2       | Blenheim Meadow AT routes upgrade                                   | City Science                                     | Upgrading the traffic-free paths through Blenheim Meadow to be suitable for cycling. Current paths cycling is not allowed and there are key barriers along the route. Upgrading these including widening and removal of barriers/gates will allow the developments further away from the centre to use cycling to access the town centre and railway station.                      | £250,000                   | Critical                                            | LP: Local access         | Cotswold: Moreton-In-Marsh |
| Mo3       | A44 Corridor Active Transport Route                                 | City Science                                     | From edge of Fire Service College Site to High Street roundabout on A44. A combination of measures including a shared pathway or pathway and cycleway up to the junction with Evenload Road where geometric constraint may need a different approach e.g. speed limit reductions or alternative routing.                                                                           | £1,500,000                 | Critical                                            | LP: Local access         | Cotswold: Moreton-In-Marsh |
| Mo4       | Southern Moreton greenway                                           | City Science                                     | Footpaths HMM8 and HMM18 to be upgraded to shared green way and options explored to facilitate onwards routing in a low traffic environment, possibly through allotments and through quiet East Street. Facilitating traffic free travel from southern sites to town services.                                                                                                     | £1,000,000                 | Critical                                            | LP: Local access         | Cotswold: Moreton-In-Marsh |
| Mo5       | Moreton-in-Marsh to Cheltenham BRT                                  | WSP/GCC                                          | BRT Route C09/C08 Moreton-in-Marsh to Cheltenham                                                                                                                                                                                                                                                                                                                                   | £3,500,000                 | Essential                                           | BAU+                     | Cotswold: Moreton-In-Marsh |
| Mo8       | Moreton-in-Marsh Transport Hub, parking and road space reallocation | City Science/Moreton-in-Marsh Neighbourhood Plan | Moving the predominant parking away from the High street to free up capacity on the road for other uses including any road adjustments required and a higher focus on placemaking activities and improved Active Travel facilities. It could include utilisation of parking pricing to further dis-incentivise the use of private vehicles. Includes "Park and Stride" facilities. | £2,000,000                 | Critical                                            | BAU+                     | Cotswold: Moreton-In-Marsh |
| Mo9       | On-site services                                                    | City Science                                     | On-Site provision of key services such as retail and healthcare.                                                                                                                                                                                                                                                                                                                   | £0                         | Critical                                            | LP: On-site              | Cotswold: Moreton-In-Marsh |

| Option ID | Short title                                    | Source       | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Indicative High Level Cost | Evaluation of Intervention Importance to Local Plan | Status                   | Growth Area/Strategic Site |
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| Mo10      | Moreton-in-Marsh New Road                      | GCC/CDC/WSP  | South eastern portion of the link road around Moreton-in-Marsh to the East in an attempt to move through traffic and some development traffic away from currently constrained double roundabout. In order to remain inline with the vision to not induce increased car use this should include a wider array of measures including the potential to be car capacity neutral by e.g. pedestrianising or semi-pedestrianising the high street.                                                                                                                                                                                                                                 | ???                        | Critical                                            | Proposed                 | Cotswold: Moreton-In-Marsh |
| Mo12      | Moreton-In-Marsh to Chipping Campden Greenway  | City Science | A quiet street and infrastructure approach to delivering a car-lite route from Moreton-In-Marsh to Chipping Campden. This largely would be upgrades the current 442 national cycle route and could include closure/one-way/speed treatments on one leg of the triangle near Batsford, work on the crossing at station road and lanes or shared pathways along areas of the road that can facilitate it. Alternatively a route could be pursued through upgrading of Rights of Way footpaths along the railway line via Paxford - this route is flatter but may be harder to deliver. Also to note that it opens up railway access for Chipping Campden including sites being | £1,000,000                 | Essential                                           | LP: Strategic (off-site) | Cotswold: Moreton-In-Marsh |
| Mo13      | Moreton-In-Marsh to Shipston-on-Stour Cycleway | City Science | Greenway from Moreton-in-Marsh to Shipstone-on-the-Stour. This could utilise the verge to make a shared pathway along Todenham Street and joining to an upgraded Bridleway to Shipston-on-Stour. It should be noted that there may be grounds for cross-collaboration over the border with development along this route                                                                                                                                                                                                                                                                                                                                                      | £1,500,000                 | Essential                                           | LP: Strategic (off-site) | Cotswold: Moreton-In-Marsh |
| Mo16      | Evenlode Improvements                          | City Science | Currently part of the National 48 and the 442 cycle routes and all cyclists are expected to mix with general traffic. The high amount of additional traffic from developments along the route means that cycling is likely to become unsuitable for most people. It is likely that to remain suitable some form of segregation is likely to be required. There is a marginal possibility that limiting speed along the road to 20mph as well with measures to decrease or reroute traffic may retain the route as suitable for some people                                                                                                                                   | £350,000                   | Critical                                            | LP: Local access         | Cotswold: Moreton-In-Marsh |
| Mo17      | Moreton-in-Marsh Station Improvements          | City Science | Upgrades to the facilities of the station in line with high patronage including better active travel connections.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | £3,500,000                 | Critical                                            | LP: Strategic (off-site) | Cotswold: Moreton-In-Marsh |
| Mo18      | 20 mph zones                                   | City Science | Introducing 20mph zones across Moreton-in-Marsh (excluding A44 and A429)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | £150,000                   | Critical                                            | LP: Strategic (off-site) | Cotswold: Moreton-In-Marsh |

| Short List | OPTION INFORMATION |             |        |             |           |           |                          |      |      |     |                  |           |        |           | Internal Only                   |                                   | FIT WITH COTSWOLD OBJECTIVES       |                               |                                       |                           |                                   | DELIVERABILITY                                   |                      |                       |            |              |               |           |                                         | PSO PACKAGES                                             |                                                                                                        | Objectives scores              |                                |                                             |                                  |                                  |                                 |                                    |                                 |                                 |                             |                                   | Master                         |                  |                        |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |       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|            | Option ID          | Short title | Source | Description | Rationale | Programme | Third-Party Land Require | Type | Mode | ASL | Linked Risk Flag | Put/ push | Status | Rationale | LP growth area / strategic site | Estimated Cost (central estimate) | Criticality to Local Plan Delivery | OBJ #1: Meeting needs locally | OBJ #2: Healthier & greener transport | OBJ #3: Harmonious Places | OBJ #4: Safe & resilient networks | OBJ #5: Attractive and suitable public transport | Public acceptability | Technical feasibility | Timeliness | Capital cost | Affordability | Alignment | Notes on deliverability including risks | TWG Feedback on scoring, option definition or packaging. | Thematic coverage rates (a, b, c, d, e, f, g, h, i, j, k, l, m, n, o, p, q, r, s, t, u, v, w, x, y, z) | Package A: Mobility and access | Package B: Safety and security | Package C: Active and sustainable transport | Package D: Air quality and noise | Package E: Land use and planning | Package F: Community and social | Package G: Environment and climate | Package H: Health and wellbeing | Package I: Culture and heritage | Package J: Economy and jobs | Package K: Equality and inclusion | Package L: Resilience and risk | Package M: Other | No More Action for New | Count A | Count B | Count C | Count D | Count E | Count F | Count G | Count H | Count I | Count J | Count K | Count L | Count M | Count N | Count O | Count P | Count Q | Count R | Count S | Count T | Count U | Count V | Count W | Count X | Count Y | Count Z | Count AA | Count AB | Count AC | Count AD | Count AE | Count AF | Count AG | Count AH | Count AI | Count AJ | Count AK | Count AL | Count AM | Count AN | Count AO | Count AP | Count AQ | Count AR | Count AS | Count AT | Count AU | Count AV | Count AW | Count AX | Count AY | Count AZ | Count BA | Count BB | Count BC | Count BD | Count BE | Count BF | Count BG | Count BH | Count BI | Count BJ | Count BK | Count BL | Count BM | Count BN | Count BO | Count BP | Count BQ | Count BR | Count BS | Count BT | Count BU | Count BV | Count BW | Count BX | Count BY | Count BZ | Count CA | Count CB | Count CC | Count CD | Count CE | Count CF | Count CG | Count CH | Count CI | Count CJ | Count CK | Count CL | Count CM | Count CN | Count CO | Count CP | Count CQ | Count CR | Count CS | Count CT | Count CU | Count CV | Count CW | Count CX | Count CY | Count CZ | Count DA | Count DB | Count DC | Count DD | Count DE | Count DF | Count DG | Count DH | Count DI | Count DJ | Count DK | Count DL | Count DM | Count DN | Count DO | Count DP | Count DQ | Count DR | Count DS | Count DT | Count DU | Count DV | Count DW | Count DX | Count DY | Count DZ | Count EA | Count EB | Count EC | Count ED | Count EE | Count EF | Count EG | Count EH | Count EI | Count EJ | Count EK | Count EL | Count EM | Count EN | Count EO | Count EP | Count EQ | Count ER | Count ES | Count ET | Count EU | Count EV | Count EW | Count EX | Count EY | Count EZ | Count FA | Count FB | Count FC | Count FD | Count FE | Count FF | Count FG | Count FH | Count FI | Count FJ | Count FK | Count FL | Count FM | Count FN | Count FO | Count FP | Count FQ | Count FR | Count FS | Count FT | Count FU | Count FV | Count FW | Count FX | Count FY | Count FZ | Count GA | Count GB | Count GC | Count GD | Count GE | Count GF | Count GG | Count GH | Count GI | Count GJ | Count GK | Count GL | Count GM | Count GN | Count GO | Count GP | Count GQ | Count GR | Count GS | Count GT | Count GU | Count GV | Count GW | Count GX | Count GY | Count GZ | Count HA | Count HB | Count HC | Count HD | Count HE | Count HF | Count HG | Count HH | Count HI | Count HJ | Count HK | Count HL | Count HM | Count HN | Count HO | Count HP | Count HQ | Count HR | Count HS | Count HT | Count HU | Count HV | Count HW | Count HX | Count HY | Count HZ | Count IA | Count IB | Count IC | Count ID | Count IE | Count IF | Count IG | Count IH | Count II | Count IJ | Count IK | Count IL | Count IM | Count IN | Count IO | Count IP | Count IQ | Count IR | Count IS | Count IT | Count IU | Count IV | Count IW | Count IX | Count IY | Count IZ | Count JA | Count JB | Count JC | Count JD | Count JE | Count JF | Count JG | Count JH | Count JI | Count JJ | Count JK | Count JL | Count JM | Count JN | Count JO | Count JP | Count JQ | Count JR | Count JS | Count JT | Count JU | Count JV | Count JW | Count JX | Count JY | Count JZ | Count KA | Count KB | Count KC | Count KD | Count KE | Count KF | Count KG | Count KH | Count KI | Count KJ | Count KK | Count KL | Count KM | Count KN | Count KO | Count KP | Count KQ | Count KR | Count KS | Count KT | Count KU | Count KV | Count KW | Count KX | Count KY | Count KZ | Count LA | Count LB | Count LC | Count LD | Count LE | Count LF | Count LG | Count LH | Count LI | Count LJ | Count LK | Count LL | Count LM | Count LN | Count LO | Count LP | Count LQ | Count LR | Count LS | Count LT | Count LU | Count LV | Count LW | Count LX | Count LY | Count LZ | Count MA | Count MB | Count MC | Count MD | Count ME | Count MF | Count MG | Count MH | Count MI | Count MJ | Count MK | Count ML | Count MM | Count MN | Count MO | Count MP | Count MQ | Count MR | Count MS | Count MT | Count MU | Count MV | Count MW | Count MX | Count MY | Count MZ | Count NA | Count NB | Count NC | Count ND | Count NE | Count NF | Count NG | Count NH | Count NI | Count NJ | Count NK | Count NL | Count NM | Count NN | Count NO | Count NP | Count NQ | Count NR | Count NS | Count NT | Count NU | Count NV | Count NW | Count NX | Count NY | Count NZ | Count OA | Count OB | Count OC | Count OD | Count OE | Count OF | Count OG | Count OH | Count OI | Count OJ | Count OK | Count OL | Count OM | Count ON | Count OO | Count OP | Count OQ | Count OR | Count OS | Count OT | Count OU | Count OV | Count OW | Count OX | Count OY | Count OZ | Count PA | Count PB | Count PC | Count PD | Count PE | Count PF | Count PG | Count PH | Count PI | Count PJ | Count PK | Count PL | Count PM | Count PN | Count PO | Count PP | Count PQ | Count PR | Count PS | Count PT | Count PU | Count PV | Count PW | Count PX | Count PY | Count PZ | Count QA | Count QB | Count QC | Count QD | Count QE | Count QF | Count QG | Count QH | Count QI | Count QJ | Count QK | Count QL | Count QM | Count QN | Count QO | Count QP | Count QQ | Count QR | Count QS | Count QT | Count QU | Count QV | Count QW | Count QX | Count QY | Count QZ | Count RA | Count RB | Count RC | Count RD | Count RE | Count RF | Count RG | Count RH | Count RI | Count RJ | Count RK | Count RL | Count RM | Count RN | Count RO | Count RP | Count RQ | Count RR | Count RS | Count RT | Count RU | Count RV | Count RW | Count RX | Count RY | Count RZ | Count SA | Count SB | Count SC | Count SD | Count SE | Count SF | Count SG | Count SH | Count SI | Count SJ | Count SK | Count SL | Count SM | Count SN | Count SO | Count SP | Count SQ | Count SR | Count SS | Count ST | Count SU | Count SV | Count SW | Count SX | Count SY | Count SZ | Count TA | Count TB | Count TC | Count TD | Count TE | Count TF | Count TG | Count TH | Count TI | Count TJ | Count TK | Count TL | Count TM | Count TN | Count TO | Count TP | Count TQ | Count TR | Count TS | Count TT | Count TU | Count TV | Count TW | Count TX | Count TY | Count TZ | Count UA | Count UB | Count UC | Count UD | Count UE | Count UF | Count UG | Count UH | Count UI | Count UJ | Count UK | Count UL | Count UM | Count UN | Count UO | Count UP | Count UQ | Count UR | Count US | Count UT | Count UV | Count UW | Count UX | Count UY | Count UZ | Count VA | Count VB | Count VC | Count VD | Count VE | Count VF | Count VG | Count VH | Count VI | Count VJ | Count VK | Count VL | Count VM | Count VN | Count VO | Count VP | Count VQ | Count VR | Count VS | Count VT | Count VU | Count VV | Count VW | Count VX | Count VY | Count VZ | Count WA | Count WB | Count WC | Count WD | Count WE | Count WF | Count WG | Count WH | Count WI | Count WJ | Count WK | Count WL | Count WM | Count WN | Count WO | Count WP | Count WQ | Count WR | Count WS | Count WT | Count WU | Count WV | Count WW | Count WX | Count WY | Count WZ | Count XA | Count XB | Count XC | Count XD | Count XE | Count XF | Count XG | Count XH | Count XI | Count XJ | Count XK | Count XL | Count XM | Count XN | Count XO | Count XP | Count XQ | Count XR | Count XS | Count XT | Count XU | Count XV | Count XW | Count XX | Count XY | Count XZ | Count YA | Count YB | Count YC | Count YD | Count YE | Count YF | Count YG | Count YH | Count YI | Count YJ | Count YK | Count YL | Count YM | Count YN | Count YO | Count YP | Count YQ | Count YR | Count YS | Count YT | Count YU | Count YV | Count YW | Count YX | Count YY | Count YZ | Count ZA | Count ZB | Count ZC | Count ZD | Count ZE | Count ZF | Count ZG | Count ZH | Count ZI | Count ZJ | Count ZK | Count ZL | Count ZM | Count ZN | Count ZO | Count ZP | Count ZQ | Count ZR | Count ZS | Count ZT | Count ZU | Count ZV | Count ZW | Count ZX | Count ZY |

| Field content options | Field content options     | Field content options | Field content options | Field content options | Field content options | Field content options | Field content options                    | Field content options | Field content options | Field content options | Field content options | Field content options | Field content options | Field content options | Field content options | Field content options | Field content options |
|-----------------------|---------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| TBC                   | Policy: Demand management | Multi-modal           | Avoid                 | Pull                  | Committed             | Behavioural           | Cotswold: Cirencester                    |                       | Critical              | G                     | G                     | G                     | G                     | G                     | G                     | G                     | G                     |
| Developer             | Infrastructure: scheme    | Active travel         | Shift                 | Push                  | Proposed              | On Site               | Cotswold: Kemble                         |                       | Essential             | G/A                   | G/A                   | G/A                   | G/A                   | G/A                   | G/A                   | G/A                   | G/A                   |
|                       | Infrastructure: programme | Bus                   | Improve               | Pull & Push           | BAU                   | Active Travel - Minor | Cotswold: Driffield Junction Development |                       | Important             | A                     | A                     | A                     | A                     | A                     | A                     | A                     | A                     |
|                       | Policy: charge/rate lift  | BRT                   | Multi ASI             | N/A                   | BAU+                  | Active Travel - Major | Cotswold: Down Ampney                    |                       | Not Important         | A/R                   | A/R                   | A/R                   | A/R                   | A/R                   | A/R                   | A/R                   | A/R                   |
|                       | Policy: provision         | Rail                  | Mitigate              |                       | LP: On-site           | Bus - Middle          | Cotswold: Fairford                       |                       |                       | R                     | R                     | R                     | R                     | R                     | R                     | R                     | R                     |

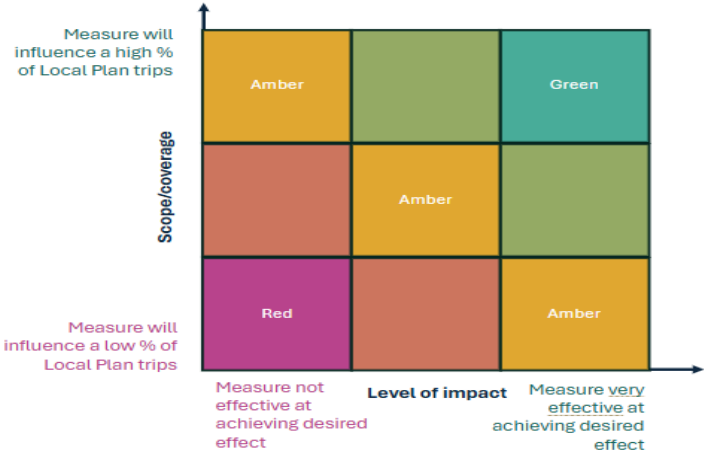


[illegible]



| Development Area           | Number of Dwellings in Local Plan |
|----------------------------|-----------------------------------|
| Cotswold: Cirencester      | 2997                              |
| Cotswold: Moreton-In-Marsh | 2223                              |
| Cotswold: Kemble           | 1917                              |
| Cotswold: Down Ampny       | 1305                              |
| Cotswold: Mickleton        | 1214                              |
| Cotswold: Fosse Farm       | 1152                              |
| Cotswold: Fairford         | 1094                              |

| Criteria      | Red                                                                   | R/A | Amber                                                                             | A/G | Green                                                                   |
|---------------|-----------------------------------------------------------------------|-----|-----------------------------------------------------------------------------------|-----|-------------------------------------------------------------------------|
| Impact        | See figure below                                                      |     | See figure below                                                                  |     | See figure below                                                        |
| Acceptability | Strong public opposition likely                                       |     | Generally acceptable, with some concerns                                          |     | Strong public and stakeholder support expected                          |
| Feasibility   | Significant technical barriers; delivery is unlikely / very difficult |     | Technically feasible, but with identifiable constraints or engineering challenges |     | Technically straightforward with no significant feasibility constraints |
| Timeliness    | Delivery unlikely to occur when needed                                |     | Can be delivered near to the time it is needed                                    |     | Can be delivered before the intervention is needed                      |
| Capital cost  | Very high capital cost (over 30m)                                     |     | Moderate capital cost (£1m to £2 m)                                               |     | Very low capital cost (under £75k)                                      |
| Affordability | Funding highly unlikely (or low value for money)                      |     | Funding possible, subject to conditions                                           |     | Funding highly likely or already identified                             |
| Alignment     | Little/no alignment, potential conflicts                              |     | Broad alignment but limited or indirect contribution                              |     | Strong alignment and clear contribution to priorities                   |



Range

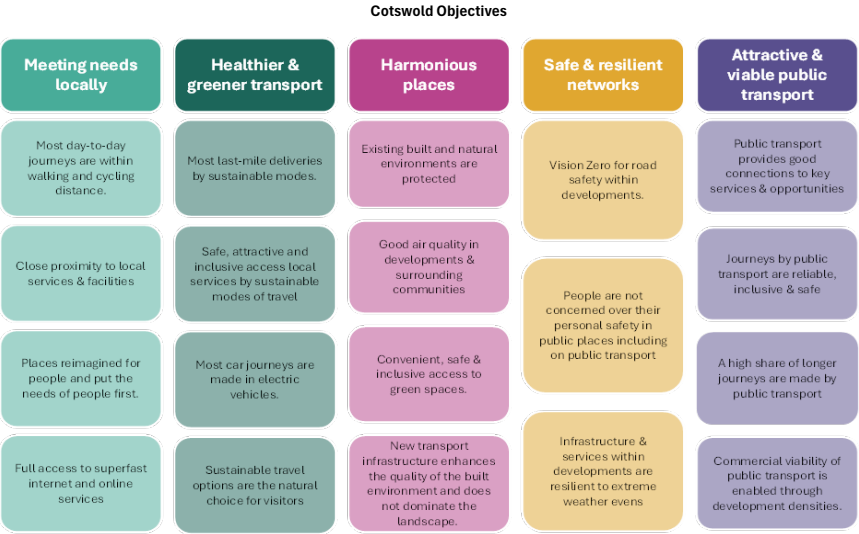
£30million+

£2-30million

£1-2million

£75k to £1million

<£75k



| Objectives     |         |   |   |
|----------------|---------|---|---|
| Objective #1   | Minimum | R |   |
| Objective #2   | Minimum | R |   |
| Objective #3   | Minimum | R |   |
| Objective #4   | Minimum | R |   |
| All objectives | Minimum | 2 | A |

| Deliverability        |         |   |
|-----------------------|---------|---|
| Public acceptability  | Minimum | A |
| Technical feasibility | Minimum | A |
| Timeliness            | Minimum | A |
| Capital cost          | Minimum | A |
| Afford-ability        | Minimum | A |
| Alignment             | Minimum | A |