

Sub area		Scheme information			Categorisation				Cost and delivery						Working Commentary (to be deleted)	Sensitive to growth figure	Status of agreement (to be deleted)
Relevant Sub area	Site/Sub area attribution	Ref	Scheme name	Scheme description	Infrastructure category	Infrastructure sub-category	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers	Commentary		
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	1.112	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years	DP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported	No	Agreed in principle
Cirencester	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	1.113	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years	DP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported	No	Agreed in principle
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	1.114	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years	DP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported	No	Agreed in principle
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	1.115	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years	DP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported	No	Agreed in principle
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	1.116	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years	DP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported	No	Agreed in principle
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	1.117	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years	DP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported	No	Agreed in principle
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	1.118	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years	DP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported	No	Agreed in principle
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	1.219	Land north of Mickleton Primary school	2FE Primary school	01_Education	01_Primary	DP modelling	Essential	£ 9,148,860	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 371 pupils	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312	Yes	Agreed in principle
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	1.119	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years	DP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported	No	Agreed in principle
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	1.210	Land north, east and south of Moreton-in-Marsh	3FE Primary school	01_Education	01_Primary	DP modelling	Essential	£ 16,423,560	GCC Education (Benchmark per primary pupil of £24,660) and estimated 666 pupils	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312	Yes	Agreed in principle
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	1.22	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years	DP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported	No	Agreed in principle
District-wide	All sites	1.122	Assess Local capacity at application stage	Support within nearby local centre	01_Education	01_Early years	DP modelling	Important	Planning obligation	GCC early years	N/A	S106; commercial funding	06: 2027-2043 (inclusive)	GCC; Private sector provider		No	Agreed in principle
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	1.212	Steadings Southern Extension Primary school	1FE Primary school (with and additional 1FE to be delivered to cover growth beyond Plan period)	01_Education	01_Primary	DP modelling	Essential	£ 10,085,940	GCC Education (Benchmark per primary pupil of £24,660) and estimated 409 pupils (an estimated 176 pupils in the plan period)	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312	Yes	Agreed in principle
Cirencester	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	1.213	Land south east of Cirencester and south of Preston Primary school	2FE Primary school	01_Education	01_Primary	DP modelling	Essential	£ 10,135,260	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 410 pupils	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312	Yes	Agreed in principle
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	1.214	Land east of Kingshill Lane Primary School	1FE Primary school (with land for expansion to 2FE)	01_Education	01_Primary	DP modelling	Essential	£ 4,537,440	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 184 pupils	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312	Yes	Agreed in principle
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	1.215	Land surrounding Down Ampney Primary school	3FE Primary school	01_Education	01_Primary	DP modelling	Essential	£ 12,280,680	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 498 pupils	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312	Yes	Agreed in principle
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	1.216	Land south of Driffield Primary school	2FE Primary school (room for expansion to 3FE to serve broad location for growth)	01_Education	01_Primary	DP modelling	Essential	£ 16,446,220	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 667 pupils, with 327 in the plan period	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312	Yes	Agreed in principle
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	1.217	Land north-east of Fairford Primary school	2FE Primary school	01_Education	01_Primary	DP modelling	Essential	£ 8,458,380	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 343 pupils	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312	Yes	Agreed in principle
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	1.218	Land south-west of Kemble Primary school	2FE Primary school	01_Education	01_Primary	DP modelling	Essential	£ 7,545,960	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 306 pupils	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312	Yes	Agreed in principle
North Cotswold	North Cotswold Sub area	1.221	Financial contributions towards primary delivery	Financial contributions to support delivery of local school expansion (where not provided by strategic sites)	01_Education	01_Primary	DP modelling	Essential	£ 11,047,680	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 448 pupils, including non-strategic sites	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs		Yes	Agreed in principle
South Cotswold	South Cotswold Sub area	1.222	Financial contributions towards primary delivery	Financial contributions to support delivery of local school expansion (where not provided by strategic sites)	01_Education	01_Primary	DP modelling	Essential	£ 17,459,280	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 708 pupils, including non-strategic sites	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs		Yes	Agreed in principle
Cirencester	All sites	1.311	South Cotswold new Secondary	8FE Secondary school (room for expansion) to be delivered on Land South East of Cirencester and south of Preston	01_Education	01_Secondary	DP modelling	Essential	See site totals to avoid double counting	GCC Education (Benchmark per Secondary pupil of £29,875 for 800) for £26,887,500	£ -	S106; DfE grant	03: 2033-2043 (inclusive)	GCC; existing MATs	Qualifying sites to contribute to new provision on identified site	Yes	Agreed in principle
Moreton-in-Marsh	All sites	1.312	North Cotswold new Secondary	8FE Secondary school (with contributions in line with mitigation / support wider re-distribution of students travelling to Chipping Camden) to be delivered at Moreton in Marsh	01_Education	01_Secondary	DP modelling	Essential	See site totals to avoid double counting	GCC Education (Benchmark per Secondary pupil of £29,875 for 900) for £26,887,500	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs	Qualifying sites to contribute to new provision on identified site	Yes	Agreed in principle
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	1.314	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary	DP modelling	Essential	£ 6,004,875.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 201, 86 within the plan period)	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs		Yes	Agreed in principle
Cirencester	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	1.315	Secondary Financial contributions	Financial contributions provided to deliver onsite secondary school	01_Education	01_Secondary	DP modelling	Essential	£ 6,034,760.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 91)	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs		Yes	Agreed in principle
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	1.316	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary	DP modelling	Essential	£ 2,718,625.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 91)	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs		Yes	Agreed in principle
Cirencester	Siddington - Strategic - Land south-west of Siddington (1x landowner / promoter)	1.317	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary	DP modelling	Essential	£ 1,643,125.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 55)	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs		Yes	Agreed in principle
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	1.318	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary	DP modelling	Essential	£ 7,289,500.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 244)	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs		Yes	Agreed in principle
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	1.319	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary	DP modelling	Essential	£ 9,769,125.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 327, 161 within the plan period)	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs		Yes	Agreed in principle
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	1.320	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary	DP modelling	Essential	£ 5,019,000.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 168)	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs		Yes	Agreed in principle
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	1.321	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary	DP modelling	Essential	£ 4,481,250.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 150)	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs		Yes	Agreed in principle
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	1.322	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary	DP modelling	Essential	£ 5,437,250.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 182)	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs		Yes	Agreed in principle
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	1.323	Secondary Financial contributions	Financial contributions provided to deliver onsite secondary school	01_Education	01_Secondary	DP modelling	Essential	£ 9,719,250.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 326)	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs		Yes	Agreed in principle
North Cotswold	North Cotswold Sub area	1.324	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary	DP modelling	Essential	£ 6,572,500.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 220, including non-strategic sites)	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs	To note sub area also includes consideration of Non-strategic allocations in sub area	Yes	Agreed in principle
South Cotswold	South Cotswold Sub area	1.325	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary	DP modelling	Essential	£ 10,386,500.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 348, including non-strategic sites)	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs	To note sub area also includes consideration of Non-strategic allocations in sub area	Yes	Agreed in principle
District-wide	All sites	1.41	Post 16 education contribution	Contribution to strategic post to support delivery of post 16 education	01_Education	01_Post 16	DP modelling	Important	£ 22,645,250	GCC Education (Benchmark per post pupil of £29,875 for total of 758 places)	N/A	Section 106	07: Phased in line with delivery	GCC; existing MATs		Yes	Agreed in principle
District-wide	All sites	2.111	Reinforcement of existing community space	Existing provision well served to be reinforced where required and for schemes which do not deliver their own community facilities. This could include improvement of service offer and installation of Community Public Access Defibrillators (CPADs)	02_Community and social infrastructure	02_Multifunctional community space	DP modelling	Important	Included in CIL	N/A	N/A	CIL	07: Phased in line with delivery	Parish and Town Councils	Where strategic sites are identified to require the provision of new community facilities, they are encouraged to liaise with existing facilities to ensure alignment and collaboration where possible, including through combined facilities where appropriate	No	Draft for comment
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	2.112	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 400sqm. This will cover both local plan and beyond plan period growth scenario	02_Community and social infrastructure	02_Multifunctional community space	DP modelling	Important	£ 1,200,000	BCIS estimate of £2,640/m² + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils	Cost estimate dependent on specification and subject to refinement. Broad order of magnitude costs provided to ensure considered at viability testing but subject to refinement at application stage	No	Draft for comment
Cirencester	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	2.114	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 500sqm.	02_Community and social infrastructure	02_Multifunctional community space	DP modelling	Important	£ 1,500,000	BCIS estimate of £2,640/m² + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils	This is in excess of modelled need but considered to be the minimum viable size of annual-functional community building and is otherwise required to support modelled mode share	No	Draft for comment
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	2.115	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 400sqm.	02_Community and social infrastructure	02_Multifunctional community space	DP modelling	Important	£ 1,200,000	BCIS estimate of £2,640/m² + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils		No	Draft for comment
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	2.116	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 800sqm.	02_Community and social infrastructure	02_Multifunctional community space	DP modelling	Important	£ 1,800,000	BCIS estimate of £2,640/m² + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils		No	Draft for comment
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	2.117	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 900sqm to cover both the current Local Plan and the broad location for growth.	02_Community and social infrastructure	02_Multifunctional community space	DP modelling	Important	£ 1,800,000	BCIS estimate of £2,640/m² + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils		No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	2.118	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 400sqm.	02_Community and social infrastructure	02_Multifunctional community space	DP modelling	Important	£ 1,200,000	BCIS estimate of £2,640/m² + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils		No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	2.119	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 400sqm. At this stage this is considered to be the smallest viable community facility but subject to refinement at application stage	02_Community and social infrastructure	02_Multifunctional community space	DP modelling	Important	£ 1,200,000	BCIS estimate of £2,640/m² + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils		No	Draft for comment
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	2.120	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 400sqm.	02_Community and social infrastructure	02_Multifunctional community space	DP modelling	Important	£ 1,200,000	BCIS estimate of £2,640/m² + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils		No	Draft for comment
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	2.121	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 600sqm.	02_Community and social infrastructure	02_Multifunctional community space	DP modelling	Important	£ 1,800,000	BCIS estimate of £2,640/m² + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils		No	Draft for comment
District-wide	All sites	2.21	Reinforcement of existing Library provision to support current Local Plan growth	Current preferred option is the expansion/relocation of the Moreton-in-Marsh Library. The alternatives (a satellite site of collection point in a multifunctional community building) provides a pragmatic and sustainable alternatives, enabling access to core library services without the requirement for dedicated on-site staff at all times. Such facilities can deliver a meaningful library presence within new communities, supporting access to resources, digital inclusion, and reading engagement. Both options could offer a range of services, including (but not limited to): •A curated lending stock •Self-service kiosks for issuing and returning items •Book reservation and collection services •Public access computers •Printing and associated digital services These models offer flexibility in terms of location and design. Provision could be situated within a dedicated room or integrated into a shared community space, such as a hub, leisure facility, or café area	02_Community and social infrastructure	02_Library	DP modelling	Important	£ 2,670,968	GCC Developer Guide rate of £196 per homes x 15,158 homes Establishment costs are proportional to build out with largest barrier being the land transfer costs associated with adjacent land owner (BDL)	£ -	S106	07: Phased in line with delivery	GCC Libraries	Alternative sites for new sites will also be supported but subject to retention of existing staffing levels	Yes	Agreed in principle
Cirencester	All sites	2.31	Expansion of Stratton Cemetery	Potential expansion of Stratton Cemetery - provision of land in kind of CIL	02_Community and social infrastructure	02_Burial ground/cemeteries	CDC Bereavement team	Important	Included in CIL		£ -	CIL	06: 2033-2043 (inclusive)	CDC Bereavement team		No	Draft for comment
North Cotswold	North Cotswold Sub area	3.11	Land / contributions to support new GP surgery/ existing Business Case	Support Chipping Camden Surgery to be expanded to align with the current future funding commitment. In combination with schemes 3.11.3.12 and 3.13 these collectively provide circa 2,500sqm of practicing space capable of provide services to circa 30,000 patients though collective funding of approximately £18.24m).	03_Primary Healthcare	03_GP space	DP modelling	Essential	Planning obligation/ covered by separate line item	N/A	Business case approved covering operational costs	S106/CIL	01: 2027-2032 (inclusive)	GCC ICB, NHS	Cost assumed to be based on provision of land to support current business case approval and related to potential fallback mechanism contained in item 3.14	Yes	Agreed in principle

Sub area		Scheme information			Categorisation				Cost and delivery						Working Commentary (to be deleted)	Sensitive to growth figure	Status of agreement (to be deleted)	
Relevant Sub area	Site/Sub area attribution	Ref	Scheme name	Scheme description	Infrastructure category	Infrastructure sub-category	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers				Commentary
Cirencester	Cirencester Sub-area	3.12	Land to support new GP surgery/ existing Business Cass	Support replacement of Phoenix Health surgery (moving from Chesterton Lane). In combination with schemes 3.11,3.12 and 3.13 these collectively provide circa 2,500sqm of practicing space capable of provide services to circa 30,000 patients through collective funding of approximately £18.24m). Currently envisaged to be delivered on existing Steadings site or as part of Southern Expansion through new build	03. Primary Healthcare	03. GP space	IDP modelling	Essential	Planning obligation/ covered by separate line item	N/A	Business case approved covering operational costs	S106/CIL	01: 2027-2032 (inclusive)	GCC/ICB, NHS	Cost assumed to be based on provision of land to support current business case approval and related to potential fallback mechanism contained in item 3.14	Yes	Agreed in principle	
Cirencester	Cirencester Sub-area	3.13	Identify land to support new GP surgery/ existing Business Cass	Support expansion of Cirencester Neighbourhood health centre in combination with schemes 3.11,3.12 and 3.13 these collectively provide circa 2,500sqm of practicing space capable of provide services to circa 30,000 patients through collective funding of approximately £18.24m). Specific site to be identified in Cirencester sub area, preliminarily identified as Land at Kinghill	03. Primary Healthcare	03. GP space	IDP modelling	Essential	Planning obligation/ covered by separate line item	N/A	Business case approved covering operational costs	S106/CIL	01: 2027-2032 (inclusive)	GCC/ICB, NHS	Cost assumed to be based on provision of land to support current business case approval and related to potential fallback mechanism contained in item 3.14. Alternative locations would also be considered on their merits but Kinghill benefits from the need for onsite facilities to support mental share and access to existing patient lists in Cirencester	Yes	Agreed in principle	
District-wide	All sites	3.14	Residual need for primary healthcare (and consideration of fall back measures)	This scheme includes the residual cost estimate for additional planned projects towards the end of the Local Plan period, on the basis the identified schemes within this IDS collectively provide approximately 2,500sqm of practicing space. This cost would therefore mitigate the need for approximately 3,347 additional patients at the latter end of the plan period. This is currently understood to be reviewed at the Moreton-in-Marsh, subject to feasibility.	03. Primary Healthcare	03. GP space	IDP modelling	Important	£ 2,034,296	Cost based on a plan wide need for 2,854sqm at a total costs of £20.26 million based on delivered and fitted out space, with provision for circa 30,000 patients delivered by existing programme (at an equivalent new build cost of £18.24 million). The residual demand (3,347 patient or 287sqm) at the same fit out (£7,088 per sqm) is therefore included	See committed schemes	S106/CIL	03: 2033-2037 (inclusive)	GCC/ICB, NHS	As set out in the body of the IDP, whilst there is an element of funding committed as part of the business case under schemes 3.11,3.12 and 3.13, these are yet to be implemented. In this event, the same methodology would apply to the wider housing growth figures and therefore be increased significantly. As set out in the body of the IDP this would equate to an estimated range of £15.63 to £20.26 million. As a result if the on-site provision is not provided, off-site financial contribution towards refurb and/or extensions of impacted PCNHs). Any on-site provision should meet the NHS's minimum requirements regarding commercial terms, scale and design of the primary care facility	Yes		
District-wide	All sites	3.15	Seek opportunities to provide a Neighbourhood Health Centre	Subject to business case work being prepared but the Neighbourhood Health Centre scheme is supported by CDC	03. Primary Healthcare	03. GP space	IDP modelling	Important	Included in CIL	N/A	N/A	CIL	07: Phased in line with delivery	GCC/ICB, NHS	Costs considered covered by site delivery costs	No	Agreed in principle	
District-wide	All sites	4.11	Compliance with onsite open space standards	Covering Accessible Green Space, Allotments and Play in particular	04. Open space and Sports	04. Onsite Open space standards	IDP modelling	Important	Planning obligation	N/A	N/A	Direct delivery	07: Phased in line with delivery	CDC Policy team; Management companies; Multi-academy trusts, CDC Leisure, Sports England, National Governing Boards	Costs considered covered by site delivery costs	No	Agreed in principle	
District-wide	All sites	4.21	Sport hall CUKs	Support continued Community Use Agreements of sports halls, particularly in Cirencester and as part of new Educational facilities	04. Open space and Sports	04. Sport and recreation	Sport England	Important	Included in CIL	N/A	N/A	CIL	04: 2038-2043 (inclusive)	CDC Leisure, Sports England, National Governing Boards		No	Agreed in principle	
District-wide	All sites	4.31	KXP playing pitch report conclusions	Contributions to increase carrying capacity of existing facilities	04. Open space and Sports	04. Sport and recreation	KXP Playing Pitch Strategy	Important	Included in CIL	N/A	N/A	CIL	07: Phased in line with delivery	CDC Leisure, Sports England, National Governing Boards		Yes	Draft for comment	
District-wide	All sites	4.32	KXP playing pitch report conclusions	Local Plan wide need for 20 playing pitches (based on 0.65 pitches per 500 homes)	04. Open space and Sports	04. Sport and recreation	KXP Playing Pitch Strategy	Important	£ 3,794,798	KXP evidence base for pitch cost, calculated across plan period. This figure is based on capital costs only at this stage, and does not include ongoing lifecycle costs. These are dependent on the type of pitch provided and the management arrangement and will be subject to refinement at the application stage.	N/A	S106	07: Phased in line with delivery	CDC Leisure, Sports England, National Governing Boards, Strategic Sites	Scope of cost dependent on need identified at application stage. It is envisaged these will be delivered on the strategic sites in full although standalone sites will be supported	Yes	Draft for comment	
District-wide	All sites	4.33	Lifecycle costs associated with pitch provision	Lifecycle costs associated with Local Plan wide need for 20 playing pitches	04. Open space and Sports	04. Sport and recreation	KXP Playing Pitch Strategy	Important	£ 3,757,000	Lifecycle costs based on KXP estimate of £18,765 per annum for 10 years per site, combined with plan wide need for 20 pitches	N/A	S106	07: Phased in line with delivery	CDC Leisure, Sports England, National Governing Boards, Strategic Sites		Yes		
District-wide	All sites	4.34	Indoor Sports Halls	Local Plan wide need for two new Sports Centres requiring 8 new courts. Given the distribution of unmet need across the district, the Council will seek provision via land at Strategic Sites and via financial contributions from all sites	04. Open space and Sports	04. Sport and recreation	AECOM Leisure addendum	Important	£ 5,865,436	Sport England Facilities Calculator (utilising Q3 2025 build costs)	N/A	S106	07: Phased in line with delivery	CDC Leisure, Sports England, National Governing Boards, Strategic Sites		Yes		
District-wide	All sites	4.35	Swimming pool provision	Local Plan wide need for the equivalent of 1.7 new swimming pools (calculated to be 388.5sqm or 6 lane equivalent). Given the distribution of unmet need across the district, the Council will seek provision (both land and proportional financial contributions) in both the North and South of the District	04. Open space and Sports	04. Sport and recreation	AECOM Leisure addendum	Important	£ 7,736,226	Sport England Facilities Calculator (utilising Q3 2025 build costs)	N/A	S106	07: Phased in line with delivery	CDC Leisure, Sports England, National Governing Boards, Strategic Sites		Yes		
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	4.41	Onsite SANG	The provision of onsite ANRG (delivered in line with Natural England Guidance). Suitable offsite solutions which mitigate the same impact will also be considered on its merits.	04. Open space and Sports	04. SANG provision	LUC SANG Strategy	Essential	Planning obligation	N/A	N/A	Direct delivery	01: 2027-2032 (inclusive)	Natural England	Considered covered by site delivery costs	Yes	Agreed in principle	
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	4.42	Onsite ANRG	The provision of onsite ANRG (delivered in line with Natural England Guidance). Suitable offsite solutions which mitigate the same impact will also be considered on its merits.	04. Open space and Sports	04. SANG provision	LUC SANG Strategy	Essential	Planning obligation	N/A	£ -	Direct delivery	01: 2027-2032 (inclusive)	Natural England	Considered covered by site delivery costs	Yes	Agreed in principle	
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	4.43	Onsite ANRG	The provision of onsite ANRG (delivered in line with Natural England Guidance). Suitable offsite solutions which mitigate the same impact will also be considered on its merits.	04. Open space and Sports	04. SANG provision	LUC SANG Strategy	Essential	Planning obligation	N/A	N/A	Direct delivery	01: 2027-2032 (inclusive)	Natural England	Considered covered by site delivery costs	Yes	Agreed in principle	
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	4.44	Onsite SANG	The provision of onsite ANRG (delivered in line with Natural England Guidance). Suitable offsite solutions which mitigate the same impact will also be considered on its merits.	04. Open space and Sports	04. SANG provision	LUC SANG Strategy	Essential	Planning obligation	N/A	N/A	Direct delivery	01: 2027-2032 (inclusive)	Natural England	Considered covered by site delivery costs	Yes	Agreed in principle	
District-wide	All sites	4.45	Strategic Local Plan SANG to serve non-strategic and windfall sites	Potential need for residual SANG provision to mitigate impact of windfall, saved allocations and non-strategic allocations of circa 15ha, subject to scale of windfall development. Could be provided as part of strategic sites, or an alternative potential strategic location for Local Plan SANG. This has preliminarily been identified adjacent to the Kemble Strategic Site but would be paid for by qualifying development	04. Open space and Sports	04. SANG provision	LUC SANG Strategy	Essential	£ -	Potential to be delivered as a commercial enterprise	N/A	Direct delivery	01: 2027-2032 (inclusive)	Natural England, CDC	Alternative sites will also be supported. Please see policy position. SANG Strategy estimates that the total per hectare cost for the creation of an appropriate SANG site has been calculated to be £17,615.64.	Yes	Agreed in principle	
Cirencester	Cirencester - Strategic - Land east of Kinghill Lane (1x landowner / promoter)	4.46	North Meadow SAMM contribution	Contributions to North Meadows SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	04. Open space and Sports	04. SANG provision	LUC SANG Strategy	Essential	£ 219,357	SAMM tariffs taken from CDC website (April 2026) of £356.21 per dwelling for North Meadow	N/A	S106	07: Phased in line with delivery	Natural England, CDC		Yes	Draft for comment	
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	4.46	North Meadow SAMM contribution	Contributions to North Meadows SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	04. Open space and Sports	04. SANG provision	LUC SANG Strategy	Essential	£ 406,436	SAMM tariffs taken from CDC website (April 2026) of £356.21 per dwelling for North Meadow	N/A	S106	07: Phased in line with delivery	Natural England, CDC		Yes	Draft for comment	
Cirencester	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	4.46	North Meadow SAMM contribution	Contributions to North Meadows SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	04. Open space and Sports	04. SANG provision	LUC SANG Strategy	Essential	£ 487,295	SAMM tariffs taken from CDC website (April 2026) of £356.21 per dwelling for North Meadow	N/A	S106	07: Phased in line with delivery	Natural England, CDC		Yes	Draft for comment	
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	4.46	North Meadow SAMM contribution	Contributions to North Meadows SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	04. Open space and Sports	04. SANG provision	LUC SANG Strategy	Essential	£ 791,499	SAMM tariffs taken from CDC website (April 2026) of £356.21 per dwelling for North Meadow	N/A	S106	07: Phased in line with delivery	Natural England, CDC		Yes	Draft for comment	
Cirencester	Siddington - Strategic - Land south west of Siddington (1x landowner / promoter)	4.46	North Meadow SAMM contribution	Contributions to North Meadows SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	04. Open space and Sports	04. SANG provision	LUC SANG Strategy	Essential	£ 132,510	SAMM tariffs taken from CDC website (April 2026) of £356.21 per dwelling for North Meadow	N/A	S106	07: Phased in line with delivery	Natural England, CDC		Yes	Draft for comment	
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	4.46	Beechwood SAMM contribution	Contributions to Beechwood SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	04. Open space and Sports	04. SANG provision	LUC SANG Strategy	Essential	£ 225,717	SAMM tariffs taken from CDC website (April 2026) of £221.33 per dwelling	N/A	S106	07: Phased in line with delivery	Natural England, CDC		Yes	Draft for comment	
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	4.46	North Meadow SAMM contribution	Contributions to North Meadows SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	04. Open space and Sports	04. SANG provision	LUC SANG Strategy	Essential	£ 590,586	SAMM tariffs taken from CDC website (April 2026) of £356.21 per dwelling for North Meadow	N/A	S106	07: Phased in line with delivery	Natural England, CDC		Yes	Draft for comment	
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	4.46	North Meadow and Beechwood SAMM contribution	Contributions to North Meadows and Beechwood SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	04. Open space and Sports	04. SANG provision	LUC SANG Strategy	Essential	£ 787,765	SAMM tariffs taken from CDC website (April 2026) of £221.33 per dwelling for Beechwoods and £356.21 per dwelling for North Meadow	N/A	S106	07: Phased in line with delivery	Natural England, CDC		Yes	Draft for comment	
South Cotswold	South Cotswold Sub-area	4.46	North Meadow and Beechwood SAMM contribution	Residual contributions to North Meadows and Beechwood SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy for non strategic allocations and estimated windfall	04. Open space and Sports	04. SANG provision	LUC SANG Strategy	Essential	£ 1,014,296	SAMM tariffs taken from CDC website (April 2026) of £221.33 per dwelling for Beechwoods and £356.21 per dwelling for North Meadow	N/A	S106	07: Phased in line with delivery	Natural England, CDC	To note that the detailed contribution due will be calculated per dwelling at the application stage	Yes	Draft for comment	
District-wide	All sites	6.11	Fibre to the premises	FTTP expectation for all schemes over 10 homes	06. Utilities	06. Digital	GCC developer guide	Important	Planning obligation	N/A	Full costs	Likely funded by Universal Service Obligation	07: Phased in line with delivery	Openreach		No	Agreed in principle	
District-wide	All sites	6.21	Reinforcement of electricity supply	Scale of reinforcement dependent on wider energy transition. Requirements likely to be triggered in early stages of the local plan (0-5 years) and therefore early engagement is required to determine scale of upgrade required once Local Plan is found sound. Specific schemes identified as supporting scale of growth identified separately	06. Utilities	06. Electricity supply	IDP modelling	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan	01: 2027-2032 (inclusive)	SSEN		No	Draft for comment	
District-wide	Cirencester Sub-area	6.22	Reinforcement of electricity supply	CIRENCESTER Bulk Supply Point (Earliest identified negative headroom (minimum headroom scenarios) in future projection occurs in 2031)	06. Utilities	06. Electricity supply	IDP modelling	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan	01: 2027-2032 (inclusive)	SSEN		To be refined with statutory providers	No	Draft for comment
District-wide	All sites	6.23	Reinforcement of electricity supply	STRATTON (RESERVE) Bulk Supply Point (Earliest identified negative headroom (minimum headroom scenarios) in future projection occurs in 2029)	06. Utilities	06. Electricity supply	IDP modelling	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan	01: 2027-2032 (inclusive)	SSEN		To be refined with statutory providers	No	Draft for comment
District-wide	South Cotswold Sub-area	6.24	Reinforcement of electricity supply	MELKSHAM Grid Supply point (Earliest in service date for applications >1MW in 2036)	06. Utilities	06. Electricity supply	IDP modelling	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan	03: 2033-2037 (inclusive)	SSEN	To note it is estimated that the Melksham GSP currently serves nearly 250,000 customers and is in the process of being upgraded	To be refined with statutory providers	No	Draft for comment
District-wide	North Cotswold Sub-area	6.25	Reinforcement of electricity supply	COWLEY Grid Supply point (Earliest in service date for applications >1MW in 2029)	06. Utilities	06. Electricity supply	IDP modelling	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan	01: 2027-2032 (inclusive)	SSEN	To note it is estimated that the Cowley GSP currently serves nearly 270,000 customers and is in the process of being upgraded	To be refined with statutory providers	No	Draft for comment
District-wide	All sites	6.26	Reinforcement of electricity supply	MINEY Grid Supply point (Earliest in service date for applications >1MW in 2036)	06. Utilities	06. Electricity supply	IDP modelling	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan	02: 2027-2037 (inclusive)	SSEN	To note it is estimated that the Miney GSP currently serves nearly 150,000 customers and is in the process of being upgraded	To be refined with statutory providers	No	Draft for comment
North Cotswold	North Cotswold Sub-area	6.27	Reinforcement of electricity supply	Moreton-in-Marsh Primary substation	06. Utilities	06. Electricity supply	IDP modelling	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan	02: 2027-2037 (inclusive)	National Grid/Western Power Distribution		To be refined with statutory providers	No	Draft for comment
Cirencester	Cirencester Sub-area	6.31	Cirencester STW	Cirencester - Will be approaching its permit limit towards the end of the plan period and would only have 5% headroom left in 2045. As a result, it will likely require planned upgrades within the plan period	06. Utilities	06. Water Supply and Wastewater	Thames Water	Critical	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	06: 2027-2043 (inclusive)	Thames water		To be refined with statutory providers	No	Draft for comment
Fairford	Fairford Sub-area	6.32	Fairford STW works	Fairford - Expected to require additional capacity between 2030 and 2035	06. Utilities	06. Water Supply and Wastewater	Thames Water	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	01: 2027-2032 (inclusive)	Thames water		To be refined with statutory providers	No	Draft for comment
Hickleton	Hickleton Sub-area	6.33	Honeybourne STW	Honeybourne - Expected to require additional capacity between 2040 and 2045	06. Utilities	06. Water Supply and Wastewater	Severn Trent	Critical	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	04: 2038-2043 (inclusive)	Severn Trent		To be refined with statutory providers	No	Draft for comment
Moreton-in-Marsh	Moreton-in-Marsh Sub-area	6.34	Moreton-in-Marsh STW	Moreton-in-Marsh - Expected to require additional capacity between 2030 and 2035	06. Utilities	06. Water Supply and Wastewater	Thames Water	Critical	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	01: 2027-2032 (inclusive)	Thames water		To be refined with statutory providers	No	Draft for comment
North Cotswold	North Cotswold Sub-area	6.35	Brockley STW	Brockley STW is currently at or close to capacity and could impact windfall development	06. Utilities	06. Water Supply and Wastewater	Thames Water	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	01: 2027-2032 (inclusive)	Thames water		To be refined with statutory providers	No	Draft for comment
South Cotswold	Multiple: Ampney St Peter STW	6.36	Ampney St Peter	Ampney St Peter - Expected to require additional capacity between 2030 and 2035	06. Utilities	06. Water Supply and Wastewater	Thames Water	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	01: 2027-2032 (inclusive)	Thames water		To be refined with statutory providers	No	Draft for comment
South Cotswold	South Cotswold Sub-area	6.37	Lechlade STW	Lechlade - Will be approaching its permit limit towards the end of the plan period and would only have 7% headroom left in 2045. As a result, it will likely require planned upgrades within the plan period	06. Utilities	06. Water Supply and Wastewater	Thames Water	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	04: 2038-2043 (inclusive)	Thames water		To be refined with statutory providers	No	Draft for comment
Kemble	Kemble Sub-area	6.38	Wessex Water upgrades	Given scale of growth envisaged within their coverage area, no mitigation was identified as required to serve the additional growth although this is dependent on the scale of windfall growth and is therefore added to this IDS for completeness.	06. Utilities	06. Water Supply and Wastewater	Wessex Water	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	04: 2038-2043 (inclusive)	Wessex Water		No		
Kemble	Kemble Sub-area	6.39	Bristol Water upgrades	Given scale of growth envisaged within their coverage area, no mitigation was identified as required to serve the additional growth although this is dependent on the scale of windfall growth and is therefore added to this IDS for completeness.	06. Utilities	06. Water Supply and Wastewater	Bristol Water	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	04					

Sub area		Scheme information				Categorisation				Cost and delivery							Working Commentary (to be deleted)	Sensitive to growth figure	Status of agreement (to be deleted)
Relevant Sub area	Site/Sub area attribution	Ref	Scheme name	Scheme description	Infrastructure category	Infrastructure sub-category	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers	Commentary				
District-wide	All sites	7.21	On site provision of hydrants	Requirement for on site hydrant provision for schemes over 50 homes and on selected commercial developments. Where local fire risk could be demonstrably heightened, the provision for modern developments to include fire hydrants will be sought	07_Emergency services	07_Fire and rescue	GCC developer	Important	Planning obligation	N/A	N/A	Direct delivery	07: Phased in line with delivery	Gloucestershire Fire and Rescue	Scale of obligation considered to be covered by site development costs	No	Agreed in principle		
Cirencester	Cirencester - Strategic - Land south-east of Cirencester and south of Preston (2x landowners / promoter)	7.31	New Community Response post	Provision of space within strategic site applications to allow for parking of response vehicles, ideally adjacent to usable facilities within community hubs	07_Emergency services	07_Ambulance	IDP modelling	Important	Planning obligation	N/A	N/A	Direct delivery	02: 2027-2037 (inclusive)	SW Ambulance Trust	Scale of obligation considered to be covered by site development costs	No	Draft for comment		
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	7.32	New Community Response post	Provision of space within strategic site applications to allow for parking of response vehicles, ideally adjacent to usable facilities within community hubs	07_Emergency services	07_Ambulance	IDP modelling	Important	Planning obligation	N/A	N/A	Direct delivery	02: 2027-2037 (inclusive)	SW Ambulance Trust	Scale of obligation considered to be covered by site development costs	No	Draft for comment		
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	7.33	New Community Response post	Provision of space within strategic site applications to allow for parking of response vehicles, ideally adjacent to usable facilities within community hubs	07_Emergency services	07_Ambulance	IDP modelling	Important	Planning obligation	N/A	N/A	Direct delivery	02: 2027-2037 (inclusive)	SW Ambulance Trust	Scale of obligation considered to be covered by site development costs	No	Draft for comment		
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 1x landowners / promoters)	7.34	New Community Response post	Provision of space within strategic site applications to allow for parking of response vehicles, ideally adjacent to usable facilities within community hubs	07_Emergency services	07_Ambulance	IDP modelling	Important	Planning obligation	N/A	N/A	Direct delivery	02: 2027-2037 (inclusive)	SW Ambulance Trust	Scale of obligation considered to be covered by site development costs	No	Draft for comment		
District-wide	All sites	8.11	On site SUDS	To meet local plan standards	08_Flood Management	08_Onsite mitigation	SFRAs	Essential	Planning obligation	N/A	N/A	Direct delivery	07: Phased in line with delivery	Strategic site promoter	Scale of obligation considered to be covered by site development costs	No	Draft for comment		
Cirencester	Cirencester Sub-area	8.12	Natural Flood Mitigation schemes	CDC support for GCC programme of work for natural flood mitigation at the parish level	08_Flood Management	08_Offsite mitigation	LIFA	Important	Included in CIL	N/A	£	-	S106: CIL, EA	04: 2038-2043 (inclusive)	GCC LIFA	To check if still appetite to support at CDC and GCC- retained from previous IDP	No	Draft for comment	
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa14	Fairford-Cirencester AT Route	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 10.7km long and would be formed through 3.4km predominantly upgraded bridleways, footpaths and tracks followed by 1.3km of quiet lane treatment followed by 1.6km of on road segregation followed by 2.2km of quiet lane treatment on Weald Way followed by 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.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£	5,000,000	£	-	S106: S278	02: 2027-2037 (inclusive)	GCC	No	Draft for comment		
Cirencester	Siddington - Strategic - Land south west of Siddington (1x landowner / promoter)	Cr10	Siddington Road Cycleway	Provision of an on-road cycleway connecting Sites S023 and S017 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 C16 to provide onwards cycle access to town centre.	05_Transport	05_Active travel / public realm	City Science modelling	Essential	£	300,000	£	-	S106: S278	03: 2033-2037 (inclusive)	GCC	No	Draft for comment		
Cirencester	Cirencester - Strategic - Land east of Kinghill Lane (1x landowner / promoter)	Cr11	Extend London Road cycleway	Extend London Road cycleway next to Site C818 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	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£	500,000	£	-	S106: S278	01: 2027-2032 (inclusive)	GCC	No	Draft for comment		
Cirencester	Kemble Sub-area	Cr12	Enhancement to 882 bus service	Increase the frequency of the Stagecoach West 882 bus service to run once an hour to provide better public transport connectivity to Cirencester.	05_Transport	05_Public transport - Bus	City Science modelling	Critical	£	400,000	£	-	S106	01: 2027-2032 (inclusive)	Bus provider, GCC	No	Draft for comment		
Cirencester	Cirencester Sub-area	Cr14	Cirencester mobility hub	Development of a new or enhanced mobility hub integrating public transport, micromobility, cycle facilities, and shared mobility options	05_Transport	05_Supporting Sustainable transport integration	Cotswold DC	Essential	£	1,000,000	£	-	S106: S278	01: 2027-2032 (inclusive)	GCC	No	Draft for comment		
Cirencester	All sites	Cr15	Cirencester Park and Ride	Park and ride/ride 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 cars within the local plan. It 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	05_Transport	05_Public transport - Bus	Cotswold DC	Important	£	10,000,000	£	-	S106	04: 2038-2043 (inclusive)	Bus provider, GCC	No	Draft for comment		
Cirencester	Cirencester Sub-area	Cr16	Wayfinding improvements	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.	05_Transport	05_Active travel / public realm	Cotswold DC	Important	£	500,000	£	-	S106: S278	05: 2033-2043 (inclusive)	GCC, Town and Parish Councils	No	Draft for comment		
Cirencester	Cirencester Sub-area	Cr17	East-West Pedestrian / Cycle route improvements	Strengthening east-west pedestrian and cycle connectivity across Cirencester, improving continuity, safety, and accessibility.	05_Transport	05_Active travel / public realm	Cotswold DC	Important	£	500,000	£	-	S106: S278	02: 2027-2037 (inclusive)	GCC	No	Draft for comment		
Cirencester	Siddington - Strategic - Land south west of Siddington (1x landowner / promoter)	Cr18	Tesco-Siddington Road Active Travel Link	Creation of a direct, safe walking and cycling route connecting Tesco to Siddington Road, improving local accessibility and reducing short car trips.	05_Transport	05_Active travel / public realm	Cotswold DC	Essential	£	250,000	£	-	S106: S278	05: 2033-2043 (inclusive)	GCC	No	Draft for comment		
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cr19	Orchard Fields-Steadings Active Link	Establishment of a walking and cycling route through Orchard Fields connecting Siddington to The Steadings.	05_Transport	05_Active travel / public realm	Cotswold DC	Essential	£	375,000	£	-	S106: S278	05: 2033-2043 (inclusive)	GCC	No	Draft for comment		
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cr2	Spratgate Lane/Somerfield Road active travel links	Package of active travel measure could include providing pedestrian footpaths for residents willing to walk into Cirencester, as well as an on-road segregated cycleway. Require active travel access points along Spratgate Lane for Sites S020 and C190	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£	1,400,000	£	-	S106: S278	01: 2027-2032 (inclusive)	GCC	No	Draft for comment		
Cirencester	Siddington - Strategic - Land south west of Siddington (1x landowner / promoter)	Cr20	Siddington-South Cemey active travel link	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 Cemey.	05_Transport	05_Active travel / public realm	Cotswold DC	Essential	£	1,100,000	£	-	S106: S278	04: 2038-2043 (inclusive)	GCC	No	Draft for comment		
Cirencester	Siddington - Strategic - Land south west of Siddington (1x landowner / promoter)	Cr21	Green Lane Quiet Road	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.	05_Transport	05_Active travel / public realm	Cotswold DC	Essential	£	100,000	£	-	S106: S278	04: 2038-2043 (inclusive)	GCC	No	Draft for comment		
Cirencester	Cirencester Sub-area	Cr22	A417 Underpass Roundabouts Active Travel Mitigation	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/cycleps upgrade to the two roundabouts. There is limited suitability in the wider area for cycling so this is unlikely to be a critical mitigation	05_Transport	05_Active travel / public realm	City Science modelling	Important	£	250,000	£	-	S106: S278	01: 2027-2032 (inclusive)	GCC	No	Draft for comment		
Cirencester	Siddington - Strategic - Land south west of Siddington (1x landowner / promoter)	Cr23	Spratgate Lane AT Mitigation	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 in 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 K20 intervention may open up a route through Chesterton Farm and into the town centre and to east provision could be improved for a route along Iove Lane. These interventions would be in addition to that proposed as part of the committed steadings site.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£	1,400,000	£	-	S106: S278	01: 2027-2032 (inclusive)	GCC	No	Draft for comment		
Cirencester	Cirencester - Strategic - Land east of Kinghill Lane (1x landowner / promoter)	Cr24	On site provision of services	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 as a MP parcel box and parcel collection (either within a retail offering or through an external parcel collection service).	05_Transport	05_Behaviour change	City Science modelling	Critical	£	-	N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter	No	Draft for comment			
Cirencester	Cirencester - Strategic - Land east of Kinghill Lane (1x landowner / promoter)	Cr25	Kinghill Road/London Road mitigation	Upgrade junction to a signalised junction	05_Transport	05_Highways	City Science modelling	Critical	£	250,000	£	-	S106: S278	02: 2027-2037 (inclusive)	GCC Highways	No	Draft for comment		
Cirencester	Cirencester - Strategic - Land east of Kinghill Lane (1x landowner / promoter)	Cr26	Kinghill Road/Cirencester Road mitigation	Upgrade junction to a signalised junction	05_Transport	05_Highways	City Science modelling	Critical	£	250,000	£	-	S106: S278	01: 2027-2032 (inclusive)	GCC Highways	No	Draft for comment		
Cirencester	Siddington - Strategic - Land south west of Siddington (1x landowner / promoter)	Cr27	Somerford Road/Chesterton Lane HW Mitigation	Upgrade intersection between Somerford road and Chesterton lane to be signalised. The modelling suggests that increased traffic on Chesterton road will lead to severe queuing on the Somerford road due to them being unable to merge	05_Transport	05_Highways	City Science modelling	Essential	£	250,000	£	-	S106: S278	02: 2027-2037 (inclusive)	GCC Highways	No	Draft for comment		
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cr28	Cirencester Road AT Tag	Limit issues for active travel using speed limits (20mph) and soft segregation	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£	400,000	£	-	01: 2027-2032 (inclusive)	GCC	No	Draft for comment			
Cirencester	Cirencester Sub-area	Cr29	B4425/A420 Stow Road mitigation	Signal Optimisation/ Increase cycle time (reduce amount of loss time for Cherrytree Ln and increase green time B4425 and Stow Rd) Required to deal with harm to network	05_Transport	05_Highways	City Science modelling	Critical	£	50,000	£	-	S106: S278	02: 2027-2037 (inclusive)	GCC Highways	No	Draft for comment		
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cr3	Active travel access Swindon Road	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. Implementation of BRT route proposed 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 these routes 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-Kinghill 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 to driving.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£	200,000	£	-	S106: S278	01: 2027-2032 (inclusive)	GCC	No	Draft for comment		
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cr32	Enhanced or extended bus service between Site C187 via the Steadings to Cirencester	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.	05_Transport	05_Public transport - Bus	City Science modelling	Critical	£	5,000,000	£	-	S106	02: 2027-2037 (inclusive)	Bus provider, GCC	No	Draft for comment		
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cr33	Local transport corridor interchange hub in The Steadings	Implement a Local Transport Corridor Interchange Hub within The Steadings where bus service between The Steading and Cirencester will stop on site.	05_Transport	05_Supporting Sustainable transport integration	City Science modelling	Critical	£	-	£	1,000,000	S106	01: 2027-2032 (inclusive)	Bathurst Development Ltd, GCC	Existing scheme being delivered by the Steading existing allocation and included as an assumption in the baseline transport modelling	No	Draft for comment	
Cirencester	Cirencester Sub-area	Cr34	20mph zones	Extended the 20mph zones to cover residential street and development sites. This follows the consultation currently out	05_Transport	05_Behaviour change	GCC (20mph Speed Work)	Essential	£	150,000	£	-	S106: S278	01: 2027-2032 (inclusive)	GCC	No	Draft for comment		
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cr35	Active Travel Route from South Steadings to Tebbury Road Entrance of Agricultural College	Route following the existing planned intersection between the Steadings and South Steadings extension. Existing 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.	05_Transport	05_Active travel / public realm	City Science/ GCC	Critical	£	100,000	£	-	S106: S278	01: 2027-2032 (inclusive)	GCC, Agricultural College	No	Draft for comment		
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cr36	A419 Swindon Road/Silver Street	Upgrade the junction to a signalised junction and add approach flares.	05_Transport	05_Highways	City Science modelling	Critical	£	1,000,000	£	-	S106: S278	02: 2027-2037 (inclusive)	GCC Highways	No	Draft for comment		
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cr37	A429/Chesterton Ln Junction	Change the stages and phases (having an all A429 stage followed by a Chesterton in stage, and more green time for Stroud Lane approach)	05_Transport	05_Highways	City Science modelling	Critical	£	50,000	£	-	S106: S278	02: 2027-2037 (inclusive)	GCC Highways	No	Draft for comment		
Cirencester	Cirencester - Strategic - Land south-east of Cirencester and south of Preston (2x landowners / promoter)	Cr38	A419 Stroud Road/Trewsbury Road	Upgrade the junction to a signalised junction and add approach flares.	05_Transport	05_Highways	City Science modelling	Critical	£	1,000,000	£	-	S106: S278	02: 2027-2037 (inclusive)	GCC Highways	No	Draft for comment		
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cr39	A429 Watermoor Roundabout	Add approach arm flares to the roundabout and widen the eastbound approach arm.	05_Transport	05_Highways	City Science modelling	Critical	£	10,000,000	£	-	S106: S278	02: 2027-2037 (inclusive)	GCC Highways	No	Draft for comment		
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cr4	Cricklade Road Cycleway Enhancement	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	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£	2,000,000	£	-	S106: S278	02: 2027-2037 (inclusive)	GCC	No	Draft for comment		

Sub area		Scheme information			Categorisation				Cost and delivery						Working Commentary (to be deleted)	Sensitive to growth figure	Status of agreement (to be deleted)
Relevant Sub area	Site/Sub area attribution	Ref	Scheme name	Scheme description	Infrastructure category	Infrastructure sub-category	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers	Commentary		
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Ci40	Stroud Road north of Tetbury Roundabout	Widen the road to two lanes to accommodate development access.	05, Transport	05, Highways	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC Highways	Existing scheme being delivered by the Steading existing allocation and included as an assumption in the baseline transport modelling	No	Draft for comment
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Ci41	A419 Swindon Road/Cirencester Road	Widen the roundabout to provide two lanes between the roundabout and the Kingmill Lane signalised junction.	05, Transport	05, Highways	City Science modelling	Critical	£ 10,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC Highways		No	Draft for comment
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Ci42	A29 Swindon Road/Bristol Road Roundabout	Widen the roundabout.	05, Transport	05, Highways	City Science modelling	Critical	£ 10,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC Highways		No	Draft for comment
Cirencester	Cirencester Sub area	Ci43	Chesterton Road Active Travel Mitigation	Segregated cycle route from Chesterton Farm Lodge to join into A429/A419 underpass. This is to account for the decreased suitability for mixed traffic cycling due to the increase in traffic.	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 300,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	07: Phased in line with delivery	GCC Highways		No	Draft for comment
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Ci5	Watermoor Road space reallocation	Reallocate road space along Watermoor Road to create a separated cycleway, joining with Cycleway improvements in Ci4 to provide active travel links for southern development sites into Cirencester.	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Ci7	Active travel access on Kingshill Lane	Active travel access on western boundary of site directly opposite off road leading to Cirencester skate park.	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	01: 2027-2032 (inclusive)	GCC		No	Draft for comment
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Ci8	Queen Elizabeth Road/Beeches Road cycleway	On road cycleway connecting to existing east-west cycle route to link Sites R650 and R639 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.	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Cirencester	Cirencester Sub area	Ci9	Pedestrianise Castle Street	Extend current pedestrian zone restrictions to on Cricklade 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	05, Transport	05, Active travel / public realm	City Science modelling	Important	£ 100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	03: 2033-2037 (inclusive)	GCC, Town and Parish Councils		No	Draft for comment
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D1	On site provision of services	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.	05, Transport	05, Behaviour change	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter		No	Draft for comment
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D2	Cricklade cycle route	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 A439 and continue down into Cricklade.	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 900,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D3	South Cerney cycle route	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 A439, before turning north onto Cerney Wick Lane and following north on to Station Road into the centre of South Cerney.	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 1,750,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	01: 2027-2032 (inclusive)	GCC		No	Draft for comment
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D6	Enhancements of 76 bus route	Increase the frequency of the Stagecoach West 76 bus service to run once an hour to provide better public transport connectivity to Cirencester.	05, Transport	05, Public transport - Bus	City Science modelling	Critical	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	Bus provider, GCC		No	Draft for comment
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D7	Down Ampney - Cirencester Greenway	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 Hamhill and adjacent to the A419. It would cross the A417 at Whitel Lane and connect to the sites along Kingshill Lane. For there it would follow Ci8 into town centre.	05, Transport	05, Active travel / public realm	Cotswold DC	Critical	£ 5,600,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D9	20mph zones	Introducing 20mph zones across Down Ampney including within development sites 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 per a day. Finally in order to facilitated passing more passing places to be implemented with	05, Transport	05, Behaviour change	GCC (20mph Speed Work)	Essential	£ 75,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	Direct delivery	01: 2027-2032 (inclusive)	GCC		No	Draft for comment
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D10	Quiet Lane Treatment on Unnamed Road between Oak Road and Fairford Road	Quiet Lane Treatment on Unnamed Road between Oak Road and Fairford Road	05, Transport	05, Highways	City Science modelling	Essential	£ 500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	D11	On site provision of services	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.	05, Transport	05, Behaviour change	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter		No	Draft for comment
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	D10	B4696 Spine Rd Approach to Station Rd/Cerney Wick Ln Intersection	Upgrade Junction to a signalised junction	05, Transport	05, Highways	City Science modelling	Critical	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC Highways		No	Draft for comment
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	D12	South Cerney active travel route	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 D11 is delivered	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 200,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	04: 2038-2043 (inclusive)	GCC		No	Draft for comment
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	D13	Cirencester active travel route	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.	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 5,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	D15	Driffield Junction Development Village Mobility Hub	A smaller mobility hub providing bus services, EV charging and parcel drop off points.	05, Transport	05, Supporting Sustainable transport integration	City Science modelling	Critical	£ 1,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	D18	Bridleway enhancement to Down Ampney (Wiltshire)	Enhancement of Bridleways through Wiltshire to high quality cycleway and walking route to Down Ampney	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 750,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	Wiltshire Highways	To note this scheme would be implemented outside of GCC highways boundary in Wiltshire	No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa1	On site provision of services	On-Site provision of key services such as retail and healthcare.	05, Transport	05, Behaviour change	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter		No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa10	Enhancement to 76 bus service	Increase the frequency of the Stagecoach West 76 bus service to run once an hour to provide better public transport connectivity to Cirencester.	05, Transport	05, Public transport - Bus	City Science modelling	Critical	£ 350,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	Bus provider, GCC		No	Draft for comment
Fairford	Fairford Sub area	Fa11	Fairford High Street Placemaking and AT	Increased traffic from Local Plan developments has the high street to become "unsuitable" for most people. At present the high street has dedicated a lot of space to private vehicle use including parking and minimal space to active travel. Possible solutions include limiting or removing through traffic from the high street, full pedestrianisation, a one way system in addition to the removal of parking to allow for more segregated routes.	05, Transport	05, Active travel / public realm	City Science modelling	Important	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	03: 2033-2037 (inclusive)	GCC Highways		No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa12	20mph zones	Introducing 20mph zones across Down Ampney including within development sites	05, Transport	05, Behaviour change	GCC (20mph Speed Work)	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	01: 2027-2032 (inclusive)	GCC		No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa13	Fairford-Lechlade AT Route	Segregated Cycleway on Park Street (0.3km) followed by quiet lane treatment (with physical calming measures) on Leafield Road (0.5km) followed by footway upgrade to shared space (0.4km), segregated route along Hathrop Lane (0.3km) and then again (sharred) along to Southrop Road (2.2km) followed by enhanced of a bridleway (1.6km) finally quiet lane treatment on Hambridge Lane (2.7km). Cost is additional to Fa3. This scheme is dependent on Fa2 being delivered	05, Transport	05, Active travel / public realm	City Science modelling	Essential	£ 800,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	03: 2033-2037 (inclusive)	GCC		No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa2	Southrop Road/London Road active travel route	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 Hathrop Road and active travel access of the northern boundary of the large Site south of Southrop road.	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa3	Hathrop Road active travel route	Provision of an active route connecting Site F57B to the town centre via Hathrop Road. Measures could include widening existing footpaths in some areas and, ensuring adequate crossing facilities and implementing shared used road with a cycleway. Requires active travel access to Site along northern boundary along Hathrop Road.	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa5	Cinder Lane quiet road	Designation of Cinder Lane as a quiet road to enable active travel from Site F204 to the Town centre. Requires active travel access to Cinder Lane on northern boundary of Site. Includes surfacing upgrade.	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 380,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa6	Horcott Road active travel route	Improve active travel links along Horcott Road to encourage sustainable access from Site F53A to the town centre. This includes by wider 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.	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 620,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa8	Leafield Road Crossing	Provision of pedestrian crossing connecting Site to the east of Leafield Road to the Primary School opposite.	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 140,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	01: 2027-2032 (inclusive)	Multi-academy trust, GCC		No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa9	Leafield Road active travel route	Providing footpaths along Leafield road and a cycleway to enable active travel into town centre from Site F57A.	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K10	Kemble -Cirencester cycleway	Reuse of former rail route as a cycleway connecting Kemble and Cirencester for access to employment and education.	05, Transport	05, Active travel / public realm	GCC (LTP)	Critical	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K12	Kemble to Tetbury Service bus service	New bus service connecting town centre of Kemble, developments Sites and Tetbury, along A439, Oldseae Road and A433. Modelling suggests 100-200 passengers a day	05, Transport	05, Public transport - Bus	City Science modelling	Critical	£ 400,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	02: 2027-2037 (inclusive)	Bus provider, GCC		No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K13	On site provision of services	Sites require on-site provision of key services such as retail and healthcare as there are minimal key services available in Kemble	05, Transport	05, Behaviour change	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter		No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K14	Windmill Road AT Mitigation	Flag identified 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.	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 180,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	04: 2038-2043 (inclusive)	GCC		No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K15	Kemble to Ewen Cycle Mitigation	Model suggests that local area traffic will make Windmill Road, School Road to Ewen no longer 'suitable for most people'. Mitigation involves shared pathway and reduction to 40mph	05, Transport	05, Active travel / public realm	City Science modelling	Essential	£ 1,100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	03: 2033-2037 (inclusive)	GCC		No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K20	20mph zones	Introducing 20mph zones across all streets in Kemble, including within the development sites.	05, Transport	05, Behaviour change	GCC (20mph Speed Work)	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	01: 2027-2032 (inclusive)	GCC		No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K3	Church Road active travel	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.	05, Transport	05, Active travel / public realm	City Science modelling	Critical	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	-	04: 2038-2043 (inclusive)	GCC		No	Draft for comment

Sub area		Scheme information			Categorisation				Cost and delivery							Working Commentary (to be deleted)	Sensitive to growth figure	Status of agreement (to be deleted)
Relevant Sub area	Site/Sub area attribution	Ref	Scheme name	Scheme description	Infrastructure category	Infrastructure sub-category	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers	Commentary			
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K5	Improved A429 crossing facilities	Improved active travel crossing facilities to allow active travel access from Site K12 to access Station Road, for onwards access to Kemble Station.	05. Transport	05. Active travel / public realm	City Science modelling	Critical	£ 100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	01: 2027-2032 (inclusive)	GCC		No	Draft for comment	
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K6	Station Road active travel	Improved pedestrian footways and cycleways along Station Road to promote active travel access from Sites K12 to Kemble Station	05. Transport	05. Active travel / public realm	City Science modelling		£ 120,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	01: 2027-2032 (inclusive)	GCC		No	Draft for comment	
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K8	Kemble station improvements	Package of improvements including improving accessibility at the station with step free bridge, cycle parking etc.	05. Transport	05. Public transport - Rail	GCC (LTP)	Critical	£ 2,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106	02: 2027-2037 (inclusive)	GWR, Network Rail		No	Draft for comment	
Kemble	Kemble Sub area	K21	Anti-Retrurning Measures on Unnamed Road between A429 and A433	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	05. Transport	05. Highways	City Science modelling	Critical	£ 10,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	01: 2027-2032 (inclusive)	GCC		No		
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	LP10	B4540/B4696	Signal Optimisation	05. Transport	05. Highways	City Science modelling	Essential	£ 50,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	S106; S278	02: 2027-2037 (inclusive)	Wiltshire Highways	To note this scheme would be implemented outside of GCC highways boundary in Wiltshire	No	Draft for comment	
Kemble	North Cotswold Sub area	LP7	Slow-on-the-Wold Sheep Street/A429/High Street Mitigation	Signal optimisation at A429/B4068.	05. Transport	05. Highways	City Science modelling	Critical	£ 130,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	02: 2027-2037 (inclusive)	GCC Highways		No	Draft for comment	
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	LP8	Avening High Street AT Mitigation	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 near by which this may cut off.	05. Transport	05. Active travel / public realm	City Science modelling	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	03: 2033-2037 (inclusive)	GCC		No	Draft for comment	
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	LP9	Coates AT Mitigation	Model suggests that cycling on the Trewhesbury Road becomes unsuitable for most people due to increased traffic volumes. Current AT present all the surrounding roundabouts 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.	05. Transport	05. Active travel / public realm	City Science modelling	Essential	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	03: 2033-2037 (inclusive)	GCC		No	Draft for comment	
Kemble	North Cotswold Sub area	LP16	Wiltseyer AT Flag	Wiltseyer Leamington Road and Main Street because unsuitable for cycling due to increased traffic. 20mph speed limit would resolve this.	05. Transport	05. Highways	City Science modelling	Critical	£ 10,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	03: 2033-2037 (inclusive)	GCC		No		
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic11	20mph zones	Introducing 20mph zones across all streets in Mickleton, including within the development sites.	05. Transport	05. Behaviour change	GCC (20mph Speed Work)	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	01: 2027-2032 (inclusive)	GCC		No	Draft for comment	
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic12	Site Active Travel Connections and wider offsite improvements to car-free routes	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. Includes at least 2.6km of pathways to upgrade	05. Transport	05. Active travel / public realm	City Science modelling	Critical	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	01: 2027-2032 (inclusive)	GCC		No	Draft for comment	
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic13	Long Marsdon Road Active Travel Connection	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.	05. Transport	05. Active travel / public realm	City Science modelling	Important	£ 3,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	03: 2033-2037 (inclusive)	GCC		No	Draft for comment	
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic15	On site provision of services	At present that are limited services within Mickleton itself. Providing a local hub including some GP services, Schools and Retail offerings and mobility hub	05. Transport	05. Behaviour change	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter		No	Draft for comment	
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic16	Improved Bus Services Mickleton to Moreton-in-Marsh	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	05. Transport	05. Public transport - Bus	City Science modelling	Critical	£ 400,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106	02: 2027-2037 (inclusive)	Bus provider, GCC		No	Draft for comment	
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic18	Mickleton to Etrington Primary School AT Flag	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.	05. Transport	05. Active travel / public realm	City Science modelling	Essential	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	01: 2027-2032 (inclusive)	Multi-academy trust; GCC		No	Draft for comment	
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic19	Mickleton to Wiltseyer speed route treatment	Reduction of Wiltseyer Speed Limit to 20mph and "route treatment" to Mickleton. Could be potentially extended into Mickleton.	05. Transport	05. Behaviour change	GCC (20mph Speed Work)	Important	£ 75,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ 75,000	S106; S278	01: 2027-2032 (inclusive)	GCC		No	Draft for comment	
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mis1	Moreton-in-Marsh to Bourton-on-the-Water via Stow-on-the-Wold active travel link	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 LCWP (Eveslow Road Chapel Street-Ex railway alignment). The latter was estimated to need ~1-2million to deliver and the latter is assumed	05. Transport	05. Active travel / public realm	City Science/GCC LCWP	Essential	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	01: 2027-2032 (inclusive)	GCC		No	Draft for comment	
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mis10	Moreton-in-Marsh New Road	South eastern portion of the link road around Moreton-in-Marsh to the East is 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.	05. Transport	05. Highways	GCC/CDC/WSP	Critical	£ 37,450,252	Bentley V2 costing report, subject to confirmation on length of road and specification, as set out in the Moreton-in-Marsh feasibility study	£	S106; S278; Homes England forward funding	02: 2027-2037 (inclusive)	GCC Highways, Strategic Site landowners	Delivery approach and cost based on the phased implementation of the access road across applications and aligned to the agreed masterplan, rather than pooled funding and delivery by GCC	Cost to be refined on revised length	No	Draft for comment
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mis12	Moreton-in-Marsh to Chipping Campden Greenway	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 Batford, 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 Pavford - 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 delivered there	05. Transport	05. Active travel / public realm	City Science modelling	Essential	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	04: 2038-2043 (inclusive)	GCC		No	Draft for comment	
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mis13	Moreton-in-Marsh to Shipston-on-Stour Cycleway	Greenway from Moreton-in-Marsh to Shipstone-on-the-Stour. This could utilise the verge to make a shared pathway along Tooternham 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	05. Transport	05. Active travel / public realm	City Science modelling	Essential	£ 1,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	04: 2038-2043 (inclusive)	GCC		No	Draft for comment	
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mis16	Eventide Improvements	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	05. Transport	05. Active travel / public realm	City Science modelling	Critical	£ 350,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	02: 2027-2037 (inclusive)	GCC		No	Draft for comment	
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mis17	Moreton-in-Marsh Station Improvements	Upgrades to the facilities of the station in line with high patronage including better active travel connections.	05. Transport	05. Public transport - Rail	City Science modelling	Critical	£ 3,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106	02: 2027-2037 (inclusive)	GWR, Network Rail		No	Draft for comment	
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mis18	20mph zones	Introducing 20mph zones across Moreton-in-Marsh (excluding A44 and A429)	05. Transport	05. Behaviour change	GCC (20mph Speed Work)	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	01: 2027-2032 (inclusive)	GCC		No	Draft for comment	
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mis2	Blenheim Meadow AT routes upgrade	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.	05. Transport	05. Active travel / public realm	City Science modelling	Critical	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	02: 2027-2037 (inclusive)	GCC		No	Draft for comment	
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mis3	A44 Corridor Active Transport Route	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 Eveslow Road where geometric constraint may need a different approach e.g. speed limit reductions or alternative routing.	05. Transport	05. Active travel / public realm	City Science modelling	Critical	£ 1,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	02: 2027-2037 (inclusive)	GCC		No	Draft for comment	
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mis4	Southern Moreton greenway	Footpaths HM946 and HM918 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.	05. Transport	05. Active travel / public realm	City Science modelling	Critical	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	02: 2027-2037 (inclusive)	GCC		No	Draft for comment	
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mis5	BRT Route C09/C08 Moreton-in-Marsh to Cheltenham	BRT Route C09/C08 Moreton-in-Marsh to Cheltenham	05. Transport	05. Public transport - Bus	WSP/GCC	Essential	£ 3,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106	02: 2027-2037 (inclusive)	Bus provider, GCC		No	Draft for comment	
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mis6	Moreton-in-Marsh Transport Hub, parking and road space reallocation	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 de-incentivise the use of private vehicles. Includes "Park and Slide" facilities which are simply redistributed parking away from high street with branding and guided walking routes to high street.	05. Transport	05. Active travel / public realm	City Science/Moreton-in-Marsh Neighbourhood Plan	Critical	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; S278	01: 2027-2032 (inclusive)	GCC, Town and Parish Councils		No	Draft for comment	
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mis9	On site provision of services	On-Site provision of key services such as retail and healthcare.	05. Transport	05. Behaviour change	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter		No	Draft for comment	
District-wide	All sites	TRA1	EV Charging Provision	Providing Additional EV charging infrastructure for public use in addition to provision within new homes. This could also feature incentives e.g. pricing to encourage uptake, smaller scale interventions to improve safety and implement TROs, improvements to expanded schools, additional bus stop infrastructure - identified where specified but to be derived by TAs	05. Transport	05. Behaviour change	City Science modelling	Important	Included in CIL	N/A	£	- CIL	07: Phased in line with delivery	GCC Highways		No	Draft for comment	
District-wide	All sites	TRA1	Travel Plan and Monitor and manage measures		05. Transport	05. Behaviour change	Cotswold DC	Essential	Included in CIL	N/A	N/A	S106; S278; CIL	07: Phased in line with delivery	GCC Highways		No	Draft for comment	
Mickleton	Mickleton Sub area	TRA2	Enhancements to North Cotswolds Robin Community Bus	Improving the frequency of The Robin within Mickleton.	05. Transport	05. Public transport - Bus	City Science modelling	Essential	Included in CIL	N/A	£	- CIL	07: Phased in line with delivery	GCC Highways		No	Draft for comment	
Moreton-in-Marsh	North Cotswold Sub area	TRA3	North Cotswold Line Transformation	A series of improvements including doubling of the line leading to the a doubling of the frequency (to 2 trains per hour) and improved speed which would further make routes along this line such as Oxford-Worcester and London (and onto further connections) more time competitive with private modes. SOBC estimated the whole cost of this improvement to be £199 million but includes enabling of more housing in Oxfordshire so delivery could be partly delivered by this too.	05. Transport	05. Public transport - Rail	North Cotswold Line Taskforce	Regionally significant	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£	- S106; CIL	07: Phased in line with delivery	GWR, Network Rail	The Local Plan growth is not predicated upon the delivery of the Cotswold Line Transformation but is a project supported by CDC, who will consider using CIL to contribute to early feasibility work.	No	Draft for comment	
District-wide	North Cotswold Sub area	XXMO1+	Kingham Station-Stop-on-the-Wold-Bourton-On-The-Water Greenway	Active Travel route	05. Transport	05. Active travel / public realm	City Science modelling	Important	Included in CIL	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	Included in CIL	CIL	07: Phased in line with delivery	GCC	This scheme is supported as a wider aspiration but is not identified by the Local Plan evidence base as linked to proposed growth	No	Draft for comment	

Relevant Sub area	Total cost in category
District-wide	£ 48,713,843.69
Multiple	£ -
Ampney Crucis	£ -
Cirencester	£ 107,410,941.69
Down Ampney	£ 29,735,776.18
Driffield	£ 36,508,843.62
Fairford	£ 27,523,815.61
Kemble	£ 20,682,966.60
Mickleton	£ 22,911,110.00
Moreton-in-Marsh	£ 82,163,062.00
North Cotswold	£ 17,620,180.00
South Cotswold	£ 28,870,075.57

Total check £ 422,140,614.96

Site/Sub area	Number of schemes	Total cost in category	Total homes	Estimated per unit costs
All sites	28	£58,713,843.69	15158	£ 3,873.46
Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	8	£37,850,000.00	5248	£ 7,212.27
Multiple: SW Cirencester (Kemble and Steadings)	0	£0.00	2214	£ -
Ampney Crucis Sub Area	0	£0.00	0	#DIV/0!
Ampney Crucis - Strategic - Ampney Crucis (1x landowner)	0	£0.00	0	#DIV/0!
Cirencester Sub area	13	£2,850,000.00	4377	£ 651.13
Cirencester - Strategic - Steadings southern extension (1x landowner)	14	£21,153,579.56	1364	£ 15,508.49
Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	7	£19,157,305.28	1368	£ 14,003.88
Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	11	£10,824,421.73	613	£ 17,658.11
Siddington -Strategic- Land south west of Siddington (1x landowner / promoter)	8	£5,175,635.12	372	£ 13,913.00
Down Ampney Sub area	0	£0.00	1663	£ -
Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	14	£29,735,776.18	1658	£ 17,934.73
Driffield Sub area	0	£0.00	2225	£ -
Driffield - Strategic - Land south of Driffield (2x landowners)	13	£36,508,843.62	2222	£ 16,430.62
Fairford Sub area	2	£2,000,000.00	1439	£ 1,389.85
Fairford - Strategic - Land north-east of Fairford (1x landowner)	17	£25,523,815.61	1141	£ 22,369.69
Kemble Sub area	4	£410,000.00	1047	£ 391.60
Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	18	£20,532,966.60	1019	£ 20,150.11
Mickleton Sub area	2	£0.00	1505	£ -
Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	11	£22,911,110.00	1238	£ 18,506.55
Moreton-in-Marsh Sub area	1	£0.00	2435	£ -
Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	18	£82,163,062.00	2217	£ 37,060.47
North Cotswold Sub area	10	£17,760,180.00	1010	£ 17,584.34
South Cotswold Sub area	5	£28,870,075.57	1368	£ 21,103.86
Multiple: Ampney St Peter STW	1	£0.00		

Total attributed 205
Total Schemes 205
Schemes requiring attribution 0

Infrastructure category	Total cost in category
01_Education	£ 221,322,260.00
02_Community and social infrastructure	£ 15,870,968.00
03_Primary Healthcare	£ 2,034,256.00
04_Open space and Sports	£ 25,717,878.96
05_Transport	£ 157,195,252.00
06_Utilities	£ -
07_Emergency services	£ -
08_Flood Management	£ -

Total check £422,140,614.96

Prioritisation	Total cost in category
Regionally significant	£ -
Critical	£ 124,070,252.00
Essential	£ 219,531,519.27
Important	£ 78,538,843.69
TBC	£ -

Total check £422,140,614.96

Infrastructure category	Infrastructure sub-category	Prioritisation	Initial phasing (27-32/33-37; 38-43)	Relevant Sub area	Attribution	Each item	Site/Sub area	Status of agreement (to be deleted)
01. Education	01_Early years	Regionally significant	01: 2027-2032 (inclusive)	District-wide	All sites	All sites	All sites	Draft for comment
02. Community and social infrastructure	01_Primary	Critical	02: 2027-2032 (inclusive)	Multiple	Multiple: SE Cirencester Strategic sites (south of Preston, Down Ampney and Driffield)	Ampney Crucis Sub Area	Multiple	Agreed in principle
03. Primary Healthcare	01_Secondary	Essential	03: 2033-2037 (inclusive)	Ampney Crucis	Multiple: SW Cirencester (Kemble and Steadings)	Cirencester Sub area	Cirencester Sub area	Fully agreed
04. Open space and Sports	01_Post 16	Important	04: 2038-2043 (inclusive)	Cirencester	Ampney Crucis Sub Area	Down Ampney Sub area	Cirencester - Strategic - Steadings southern extension (1x landowner)	
05. Transport	02_Multifunctional community space	TBC	05: 2033-2043 (inclusive)	Down Ampney	Ampney Crucis - Strategic - Ampney Crucis (1x landowner)	Driffield Sub area	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	
06. Utilities	02_Library		06: 2027-2043 (inclusive)	Driffield	Cirencester Sub area	Fairford Sub area	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	
07. Emergency services	02_Burial ground/cemeteries		07: Phased in line with delivery	Fairford	Cirencester - Strategic - Steadings southern extension (1x landowner)	Kemble Sub area	Cirencester - South East Cirencester Strategic sites (south of Preston, Down Ampney and Driffield)	
08. Flood Management	03_GP space		TBC	Kemble	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	Mickleton Sub area	Siddington-Strategic- Land south west of Siddington (1x landowner / promoter)	
	04_Onsite Open space standards			Mickleton	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Moreton-in-Marsh Sub area	Ampney Crucis - Strategic	
	04_Accessible Green Space			Moreton-in-Marsh	Siddington-Strategic- Land south west of Siddington (1x landowner / promoter)	North Cotswold Sub area	Cirencester - Non-strategic site allocations in Principal Settlements	
	04_Allotments			North Cotswold	Down Ampney Sub area	South Cotswold Sub area	Siddington - Non-strategic site allocations in Principal Settlements	
	04_Play area			South Cotswold	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	Ampney Crucis - Strategic - Ampney Crucis (1x landowner)	Cirencester sub area parishes	
	04_Sport and recreation			Driffield Sub area	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cirencester - Strategic - Steadings southern extension (1x landowner)	Down Ampney Sub area	
	04_SANs provision			Driffield - Strategic - Land south of Driffield (2x landowners)	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	
	05_Active travel / public realm			Fairford Sub area	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Down Ampney - Non-strategic site allocations in Non-Principal Settlements	
	05_Behaviour change			Fairford - Strategic - Land north-east of Fairford (1x landowner)	Siddington -Strategic- Land south west of Siddington (1x landowner / promoter)	Siddington -Strategic- Land south west of Siddington (1x landowner / promoter)	Down Ampney sub area parishes	
	05_Highways			Kemble Sub area	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	Driffield Sub area	
	05_Public transport - Bus			Mickleton Sub area	Driffield - Strategic - Land south of Driffield (2x landowners)	Driffield - Strategic - Land south of Driffield (2x landowners)	Driffield - Strategic - Land south of Driffield (2x landowners)	
	05_Public transport - Rail			Mickleton Sub area	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Driffield sub area parishes	
	05_Supporting Sustainable transport integration			Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	Fairford Sub area	
	06_Electricity supply			Moreton-in-Marsh Sub area	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Fairford - Strategic - Land north-east of Fairford (1x landowner)	
	06_Water Supply and Wastewater			Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Fairford - Non-strategic site allocations in Principal Settlements	
	06_Digital			North Cotswold Sub area	North Cotswold Sub area	North Cotswold Sub area	Fairford sub area parishes	
	07_Police			South Cotswold Sub area	South Cotswold Sub area	South Cotswold Sub area	Kemble Sub area	
	07_Ambulance			Multiple: Ampney St Peter STW	Multiple: Ampney St Peter STW		Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	
	07_Fire and rescue						Kemble sub area parishes	
	08_Onsite mitigation						Mickleton Sub area	
							Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	
							Mickleton - Non-strategic site allocations in Principal Settlements	
							Mickleton sub area parishes	
							Moreton-in-Marsh Sub area	
							Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	
							Moreton-in-Marsh - Non-strategic site allocations in Principal Settlements	
							Moreton-in-Marsh sub area parishes	
							North Cotswold Sub area	
							Blockley - Non-strategic site allocation in principal settlement	
							Bourton-on-the-Water - Non-strategic site allocations in Principal Settlements	
							Chipping Campden - Non-strategic site allocations in Principal Settlements	
							Stow-on-the-Wold - Non-strategic site allocations in Principal Settlements	
							Upper Rissington - Non-strategic site allocations in Principal Settlements	
							Willesley - Non-strategic site allocations in Non-Principal Settlements	
							North Cotswold sub area parishes	
							South Cotswold Sub area	
							Lechlade-on-Thames - Non-strategic site allocations in Principal Settlements	
							Tetbury - Non-strategic site allocations in Principal Settlements	
							Culm St Adwyns, Hatherop, Quenington - Non-strategic site allocations in Non-Principal Settlements	
							Pruiston - Non-strategic site allocations in Non-Principal Settlements	
							Kempsford - Non-strategic site allocations in Non-Principal Settlements	
							South Cotswold sub area parishes	

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. Currently the 50 bus provides a circularly route between Cirencester and Amney Crucis Monday to Friday between 8:50 13:50.	£0	Critical	LP: On-site	Cotswold: Ampney Crucis
Ac2	Enhancements to 50 Bus	City Science	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 Crucis
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 Crucis
Ac4	Ampney Crucis-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 Crucis
Ac5	Amney Crucis 20mph zone	City Science	20mph within Ampney Crucis 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 Crucis
Ac6	Diversion of 77 through Village Street	City Science	Diversion of the 76/77 bus route through Ampney Crucis. This will provide bus services to fairford and additional services to circencester	£100,000	Critical	LP: Strategic (off-site)	Cotswold: Ampney Crucis
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 Crucis
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
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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan	Status	Growth Area/Strategic Site
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 Cir4 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 Cir4 and Cir5.	£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 Cir5 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
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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan	Status	Growth Area/Strategic Site
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
Cir22	Dower's Lane and A417 Underpass Roundabouts Active Travel	City Science	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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan	Status	Growth Area/Strategic Site
Cir25	Kingshill Road/London Road mitigation	City Science	Upgrade Junction to a signalised Junction	£250,000	Critical	Proposed	Cotswold: Cirencester
Cir26	Kingshill Road/Cirencester Road mitigation	City Science	Upgrade Junction to a signalised Junction	£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.	£5,000,000	Critical	LP: Strategic (off-site)	Cotswold: Cirencester
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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan	Status	Growth Area/Strategic Site
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
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	Driffild Junction Development cycle route	City Science	Cycleway connecting Down Ampney to Driffild Junction Development via existing bridleway to the north of the development Site. Route meets the eastern boundary of the Driffild 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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan	Status	Growth Area/Strategic Site
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
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
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.	£3,000,000	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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan	Status	Growth Area/Strategic Site
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: Driffeld 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
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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan		Status	Growth Area/Strategic Site
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
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
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. Signal optimisation at A429/B4068.	~£90-130k	Critical		Proposed	

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan	Status	Growth Area/Strategic Site
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 poor 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
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
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 be free	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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan	Status	Growth Area/Strategic Site
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
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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan	Status	Growth Area/Strategic Site
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.	£1,000,000	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
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.	£37,450,252	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

Sub area		Scheme information			Categorisation				Cost and delivery									
Relevant Sub area	Site/Sub area attribution	Ref	Scheme name	Scheme description	Infrastructure category	Infrastructure sub-category	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers	Commentary (to be added to final IDP)	Working Commentary (to be deleted)	Sensitive to growth figure	Status of agreement (to be deleted)
Ampney Crucis	Ampney Crucis - Strategic - Ampney Crucis (1x landowner)	Ac1	On site provision of services	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 shop and/or postal facilities collection/delivery and a third space such as community centre	05_Transport	05_Behaviour change	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter			No	Draft for comment
Ampney Crucis	Ampney Crucis - Strategic - Ampney Crucis (1x landowner)	Ac2	Enhancements to 50 Bus	Currently the 50 bus provides a circularly route between Cirencester and Ampney Crucis 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.	05_Transport	05_Public transport - Bus	City Science modelling	Critical	£ 500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106	01: 2027-2032 (inclusive)	Bus provider, GCC			No	Draft for comment
Ampney Crucis	Ampney Crucis - Strategic - Ampney Crucis (1x landowner)	Ac3	Active Travel route to join D7 (access to Down Ampney, Driffield Site and Cirencester)	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 2.3km 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. Explicitly Dependent on D7, C1d, C1r4, C1r7 and C1r8 being delivered	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC			No	Draft for comment
Ampney Crucis	Ampney Crucis Sub Area	Ac4	Ampney Crucis-Poulton-Fairford Active Travel Route	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.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 4,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	03: 2033-2037 (inclusive)	GCC			No	Draft for comment
Ampney Crucis	Ampney Crucis Sub Area	Ac5	Amney Crucis 20mph zone	20mph within Ampney Crucis 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)	05_Transport	05_Behaviour change	City Science modelling	Critical	£ 100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC			No	Draft for comment
Ampney Crucis	Ampney Crucis - Strategic - Ampney Crucis (1x landowner)	Ac6	Diversion of 77 through Village Street	Diversion of the 76/77 bus route through Ampney Crucis. This will provide bus services to Fairford and additional services to Cirencester	05_Transport	05_Public transport - Bus	City Science modelling	Critical	£ 100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106	01: 2027-2032 (inclusive)	Bus provider, GCC			No	Draft for comment
Ampney Crucis	Ampney Crucis - Strategic - Ampney Crucis (1x landowner)	Ac7	Segregated Active Travel Route on Access Road and B4425	Route along new access road and then extend and enhance segregated cycleway within road boundary.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 2,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	03: 2033-2037 (inclusive)	GCC			No	Draft for comment
Cirencester	Siddington - Strategic - Land south west of Siddington (1x landowner / promoter)	Cir10	Siddington Road Cycleway	Provision of an on-road cycleway connecting Sites S023 and S017 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 C1r5 to provide onwards cycle access to town centre.	05_Transport	05_Active travel / public realm	City Science modelling	Essential	£ 300,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	03: 2033-2037 (inclusive)	GCC			No	Draft for comment
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Cir11	Extend London Road cycleway	Extend London Road cycleway next to Site C181B 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	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC			No	Draft for comment
Cirencester	Kemble Sub area	Cir12	Enhancement to 882 bus service	Increase the frequency of the Stagecoach West 882 bus service to run once an hour to provide better public transport connectivity to Cirencester.	05_Transport	05_Public transport - Bus	City Science modelling	Critical	£ 400,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106	01: 2027-2032 (inclusive)	Bus provider, GCC			No	Draft for comment
Cirencester	Cirencester Sub area	Cir14	Cirencester mobility hub	Development of a new or enhanced mobility hub integrating public transport, micromobility, cycle facilities, and shared mobility options	05_Transport	05_Supporting Sustainable transport integration	Cotswold DC	Essential	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC			No	Draft for comment
Cirencester	All sites	Cir15	Cirencester Park and Ride	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	05_Transport	05_Public transport - Bus	Cotswold DC	Important	£ 10,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106	04: 2038-2043 (inclusive)	Bus provider, GCC	To be raised with GCC. City Science identify this is difficult evidence in model. GCC and WSP working on this as a project but considered difficult to link to LP sites. If retained, we would suggest this is raised to be a more significant priority.		No	Draft for comment
Cirencester	Cirencester Sub area	Cir16	Wayfinding improvements	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.	05_Transport	05_Active travel / public realm	Cotswold DC	Important	£ 500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	05: 2033-2043 (inclusive)	GCC; Town and Parish Councils			No	Draft for comment
Cirencester	Cirencester Sub area	Cir17	East-West Pedestrian / Cycle route improvements	Strengthening east-west pedestrian and cycle connectivity across Cirencester, improving continuity, safety, and accessibility.	05_Transport	05_Active travel / public realm	Cotswold DC	Important	£ 500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC			No	Draft for comment
Cirencester	Siddington - Strategic - Land south west of Siddington (1x landowner / promoter)	Cir18	Teico-Siddington Road Active Travel Link	Creation of a direct, safe walking and cycling route connecting Tesco to Siddington Road, improving local accessibility and reducing short car trips.	05_Transport	05_Active travel / public realm	Cotswold DC	Essential	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	05: 2033-2043 (inclusive)	GCC			No	Draft for comment
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cir19	Orchard Fields-Steadings Active Link	Establishment of a walking and cycling route through Orchard Fields connecting Siddington to The Steadings.	05_Transport	05_Active travel / public realm	Cotswold DC	Essential	£ 375,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	05: 2033-2043 (inclusive)	GCC			No	Draft for comment
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cir2	Spratgate Lane/Somerfield Road active travel links	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 Spratgate Lane for Sites S020 and C190	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 1,400,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC			No	Draft for comment
Cirencester	Siddington - Strategic - Land south west of Siddington (1x landowner / promoter)	Cir20	Siddington-South Cerney active travel link	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.	05_Transport	05_Active travel / public realm	Cotswold DC	Essential	£ 1,100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	04: 2038-2043 (inclusive)	GCC			No	Draft for comment
Cirencester	Siddington - Strategic - Land south west of Siddington (1x landowner / promoter)	Cir21	Green Lane Quiet Road	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.	05_Transport	05_Active travel / public realm	Cotswold DC	Essential	£ 100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	04: 2038-2043 (inclusive)	GCC			No	Draft for comment
Cirencester	Cirencester Sub area	Cir22	A417 Underpass Roundabouts Active Travel Mitigation	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	05_Transport	05_Active travel / public realm	City Science modelling	Important	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC		This has been adjusted slightly keeping only the underpass as this is still a problem and acts as the only AT way across the A417. The price remains constant because the section lost was very minor speed limit changes.	No	Draft for comment
Cirencester	Siddington - Strategic - Land south west of Siddington (1x landowner / promoter)	Cir23	Spratgate Lane AT Mitigation	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 open up a route through Chesterton Farm and into the town centre and to east provision could be improved for a route along Iwe lane. These interventions would be in addition to that proposed as part of the committed steadings site.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 1,400,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC			No	Draft for comment
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Cir24	On site provision of services	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).	05_Transport	05_Behaviour change	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter			No	Draft for comment
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Cir25	Kingshill Road/London Road mitigation	Upgrade Junction to a signalised Junction	05_Transport	05_Highways	City Science modelling	Critical	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways			No	Draft for comment
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Cir26	Kingshill Road/Cirencester Road mitigation	Upgrade Junction to a signalised Junction	05_Transport	05_Highways	City Science modelling	Critical	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC Highways			No	Draft for comment
Cirencester	Siddington - Strategic - Land south west of Siddington (1x landowner / promoter)	Cir27	Somerford Road/Chesterton Lane HW Mitigation	Upgrade intersection between Somerford road and Chesterton lane to be signalised. The modelling suggests that increased traffic on Chesterton road will lead to severe queuing on the Somerford road due to them being unable to merge	05_Transport	05_Highways	City Science modelling	Essential	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways			No	Draft for comment
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cir28	Cirencester Road AT Flag	Limit issues for active travel using speed limits (20mph) and soft segregation	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 400,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -		01: 2027-2032 (inclusive)	GCC			No	Draft for comment
Cirencester	Ampney Crucis - Strategic - Ampney Crucis (1x landowner)	Cir29	B4425/A420 Stow Road mitigation	Signal Optimisation/ increase cycle time (reduce amount of loss time for Cherrytree Ln and increase green time B4425 and Stow Rd) Required to deal with harm to network	05_Transport	05_Highways	City Science modelling	Critical	£ 50,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways			No	Draft for comment
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cir3	Active travel access Swindon Road	Active travel access onto Swindon Road at the northeastern corner of Site RS19 to give access to existing cycleway crossing the A419 and along Cricklade Road to town centre.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 200,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC			No	Draft for comment
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cir30	Cirencester-Swindon BRT	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 these 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 to driving.	05_Transport	05_Public transport - Bus	City Science modelling	Critical	£ 5,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106	02: 2027-2037 (inclusive)	Bus provider, GCC			No	Draft for comment
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cir32	Enhanced or extended bus service between Site C187 via the Steadings to Cirencester	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.	05_Transport	05_Public transport - Bus	City Science modelling	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106	02: 2027-2037 (inclusive)	Bus provider, GCC	Scheme requires alignment between saved allocation and Steadings Phase 2		No	Draft for comment

Sub area		Scheme information			Categorisation				Cost and delivery									
Relevant Sub area	Site/Sub area attribution	Ref	Scheme name	Scheme description	Infrastructure category	Infrastructure sub-category	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers	Commentary (to be added to final IDP)	Working Commentary (to be deleted)	Sensitive to growth figure	Status of agreement (to be deleted)
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cir33	Local transport corridor interchange hub in The Steadings	Implement a Local Transport Corridor Interchange Hub within The Steadings where bus service between The Steading and Cirencester will stop on site.	05_Transport	05_Supporting Sustainable transport integration	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ 1,000,000	S106	01: 2027-2032 (inclusive)	Bathurst Development Ltd; GCC	Existing scheme being delivered by the Steading existing allocation and included as an assumption in the baseline transport modelling		No	Draft for comment
Cirencester	Cirencester Sub area	Cir34	20mph zones	Extended the 20mph zones to cover residential street and development sites. This follows the consultation currently out	05_Transport	05_Behaviour change	GCC (20mph Speed Work)	Essential	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC			No	Draft for comment
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cir35	Active Travel Route from South Steadings to Tetbury Road Entrance of Agricultural College	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	05_Transport	05_Active travel / public realm	City Science/ GCC	Critical	£ 100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC; Agricultural College			No	Draft for comment
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cir36	A419 Swindon Road/Silver Street	Upgrade the junction to a signalised junction and add approach flares.	05_Transport	05_Highways	City Science modelling	Critical	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways			No	Draft for comment
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cir37	A420/Chesterton Ln Junction	Change the stages and phases (having an all A429 stage followed by a Chelsterton in stage, and more green time for Stroud lane approach)	05_Transport	05_Highways	City Science modelling	Critical	£ 50,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways			No	Draft for comment
Cirencester	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	Cir38	A419 Stroud Road/Trewsbury Road	Upgrade the junction to a signalised junction and add approach flares.	05_Transport	05_Highways	City Science modelling	Critical	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways			No	Draft for comment
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cir39	A429 Watermoor Roundabout	Add approach arm flares to the roundabout and widen the eastbound approach arm.	05_Transport	05_Highways	City Science modelling	Critical	£ 10,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways			No	Draft for comment
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cir4	Cricklade Road Cycleway Enhancement	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	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC			No	Draft for comment
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cir40	Stroud Road north of Tetbury Roundabout	Widen the road to two lanes to accommodate development access.	05_Transport	05_Highways	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways	Existing scheme being delivered by the Steading existing allocation and included as an assumption in the baseline transport modelling		No	Draft for comment
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cir41	A419 Swindon Road/Cirencester Road	Widen the roundabout to provide two lanes between the roundabout and the Kingsmill Lane signalised junction.	05_Transport	05_Highways	City Science modelling	Critical	£ 10,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways			No	Draft for comment
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cir42	A29 Swindon Road/Bristol Road Roundabout	Widen the roundabout.	05_Transport	05_Highways	City Science modelling	Critical	£ 10,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways			No	Draft for comment
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cir5	Watermoor Road space reallocation	Reallocate road space along Watermoor Road to create a serrated cycleway, joining with Cycleway improvements in C14 to provide active travel links for southern development sites into Cirencester.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC			No	Draft for comment
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Cir7	Active travel access on Kingshill Lane	Active travel access on western boundary of site directly opposite off road leading to Cirencester skate park.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC			No	Draft for comment
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Cir8	Queen Elizabeth Road/Beeches Road cycleway	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.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC			No	Draft for comment
Cirencester	Cirencester Sub area	Cir9	Pedestrianise Castle Street	Extend current pedestrian zone restrictions to on Cricklade 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	05_Transport	05_Active travel / public realm	City Science modelling	Important	£ 100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	03: 2033-2037 (inclusive)	GCC; Town and Parish Councils			No	Draft for comment
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D1	On site provision of services	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.	05_Transport	05_Behaviour change	City Science modelling	Critical			N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter			No	Draft for comment
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D2	Cricklade cycle route	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.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 900,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC			No	Draft for comment
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D3	South Cerney cycle route	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.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 1,750,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC			No	Draft for comment
Down Ampney	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	D4	Driffield Junction Development cycle route	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 D3 it would benefit from onwards cycle access to Cirencester.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 1,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC		City Science to review costs. Scheme is effectively the mechanism to deliver wider change to character to support the SE Cirencester sites	No	Draft for comment
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D6	Enhancements of 76 bus route	Increase the frequency of the Stagecoach West 76 bus service to run once an hour to provide better public transport connectivity to Cirencester.	05_Transport	05_Public transport - Bus	City Science modelling	Critical	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106	02: 2027-2037 (inclusive)	Bus provider, GCC			No	Draft for comment
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D7	Down Ampney-Cirencester Greenway	Extended greenway linking Sites in Down Ampney to Cirencester. Route would extend up through the sites in Down Ampney, north along the PROW route (B041) and the west towards Driffield (Route B0016). 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 Hamhill and adjacent to the A419. It would cross the A417 at Wippt Lane and connect to the sites along Kingshill Lane. For there it would follow C16 into town centre. Explicitly Dependent on C04, C15, C17 and C18	05_Transport	05_Active travel / public realm	Cotswold DC	Critical	£ 3,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC			No	Draft for comment
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D9	20mph zones	Introducing 20mph zones across Down Ampney including within development sites	05_Transport	05_Behaviour change	GCC (20mph Speed Work)	Essential	£ 75,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	Direct delivery	01: 2027-2032 (inclusive)	GCC			No	Draft for comment
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D10	Quiet Lane Treatment on Unnamed Road between Oak Road and Fairford Road	In order to limit the use of this not suitable single track road several measures are proposed: 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	05_Transport	05_Highways	City Science modelling	Essential	£ 500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC		City Science Added	No	Draft for comment
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	D11	On site provision of services	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.	05_Transport	05_Behaviour change	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter			No	Draft for comment
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	D10	B4696 Spine Rd Approach to Station Rd/Cerney Wick Ln Intersection	Upgrade junction to a signalised junction	05_Transport	05_Highways	City Science modelling	Critical	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways			No	Draft for comment
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	D12	South Cerney active travel route	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.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 200,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	04: 2038-2043 (inclusive)	GCC			No	Draft for comment
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	D13	Cirencester active travel route	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.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 3,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC		Yes-CS to comeback to this	No	Draft for comment
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	D15	Driffield Junction Development Village Mobility Hub	A smaller mobility hub providing bus services, EV charging and parcel drop off points.	05_Transport	05_Supporting Sustainable transport integration	City Science modelling	Critical	£ 1,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106	02: 2027-2037 (inclusive)	GCC			No	Draft for comment
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	D18	Bridleway enhancement to Down Ampney (Wiltshire)	Enhancement of Bridleways through Wiltshire to high quality cycleway and walking route to Down Ampney	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 750,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02: 2027-2037 (inclusive)	Wiltshire Highways	To note this scheme would be implemented outside of GCC highways boundary in Wiltshire		No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa1	On site provision of services	On-Site provision of key services such as retail and healthcare.	05_Transport	05_Behaviour change	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter			No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa10	Enhancement to 76 bus service	Increase the frequency of the Stagecoach West 76 bus service to run once an hour to provide better public transport connectivity to Cirencester.	05_Transport	05_Public transport - Bus	City Science modelling	Critical	£ 350,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106	02: 2027-2037 (inclusive)	Bus provider, GCC			No	Draft for comment
Fairford	Fairford Sub area	Fa11	Fairford High Street Placemaking and AT	Increased traffic from Local Plan developments lead the high street to become "unsuitable" for most people. At present the high street has dedicated a lot of space to private vehicle use including parking and minimal space to active travel. Possible solutions include limiting or removing through traffic from the high street, full pedestrianisation, a one way system in addition to the removal of parking to allow for more segregated routes.	05_Transport	05_Active travel / public realm	City Science modelling	Important	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	03: 2033-2037 (inclusive)	GCC Highways		This has been adjusted and kept in on vision grounds. There is also some evidence of an issue for active travel	No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa12	20mph zones	Introducing 20mph zones across Down Ampney including within development sites	05_Transport	05_Behaviour change	GCC (20mph Speed Work)	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC			No	Draft for comment

Sub area		Scheme information			Categorisation				Cost and delivery									
Relevant Sub area	Site/Sub area attribution	Ref	Scheme name	Scheme description	Infrastructure category	Infrastructure sub-category	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers	Commentary (to be added to final IDP)	Working Commentary (to be deleted)	Sensitive to growth figure	Status of agreement (to be deleted)
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa13	Fairford-Lechlade AT Route	Segregated Cycleway on Park Street (0.3km) followed by quiet lane treatment (with physical calming measures) on Leafield Road (0.5km) followed by footway upgrade to shared space (0.4km), segregated route along Hathorop Lane (0.3km) and then again (shared) along to Stothrop Road (2.2km) followed by enhanced of a brideway (1.6km) finally quiet lane treatment on Hambidge Lane (2.7km). Cost is additional to Fa3	05_Transport	05_Active travel / public realm	City Science modelling	Essential	£ 800,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment. This scheme is dependent on Fa2 being delivered	£ -	S106; S278	03-2033-2037 (inclusive)	GCC		Linked to Fa2 - Delivery of Fa2 is a requirement of delivering this	No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa2	Southrop Road/London Road active travel route	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 Hathorop Road and active travel access of the northern boundary of the large Site south of Southrop road.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02-2027-2037 (inclusive)	GCC		Costs have been reviewed and this is correct for only the portion this covers	No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa3	Hathorop Road active travel route	Provision of an active route connecting Site F57B to the town centre via Hathorop Road. Measures could include widening existing footpaths in some areas and, ensuring adequate crossing facilities and implementing shared used road with a cycleway. Requires active travel access to Site along northwestern boundary along Hathorop Road.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02-2027-2037 (inclusive)	GCC			No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa5	Cinder Lane quiet road	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.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 380,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02-2027-2037 (inclusive)	GCC			No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa6	Horcott Road active travel route	Improve active travel links along Horcott Road to encourage sustainable access from Site F53A to the town centre. This includes by widened footpaths and improving crossing over wide-mouth junctions leading 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.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 620,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02-2027-2037 (inclusive)	GCC			No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa11	Leafield Road Crossing	Provision of pedestrian crossing connecting Site to the east of Leafield Road to the Primary School opposite.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 140,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01-2027-2032 (inclusive)	Multi-academy trust; GCC			No	Draft for comment
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa9	Leafield Road active travel route	Providing footpaths along Leafield road and a shared space to enable active travel into town centre from Site F57A.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02-2027-2037 (inclusive)	GCC		Reviewed and updated	No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K10	Kemble -Cirencester cycleway	Reuse of former rail route as a cycleway connecting Kemble and Cirencester for access to employment and education.	05_Transport	05_Active travel / public realm	GCC (LTP)	Critical	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02-2027-2037 (inclusive)	GCC			No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K12	Kemble to Tetbury Service bus service	New bus service connecting town centre of Kemble, developments Sites and Tetbury, along A435, Oxleaze Road and A433. Modelling suggests 100-200 passengers a day	05_Transport	05_Public transport - Bus	City Science modelling	Critical	£ 400,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106	02-2027-2037 (inclusive)	Bus provider, GCC			No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K13	On site provision of services	Sites require on-site provision of key services such as retail and healthcare as there are minimal key services available in Kemble.	05_Transport	05_Behaviour change	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	N/A	Direct delivery	02-2027-2037 (inclusive)	Strategic site promoter			No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K14	Windmill Road AT Mitigation	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	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 160,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	04-2038-2043 (inclusive)	GCC			No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K15	Kemble to Ewen Cycle Mitigation	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	05_Transport	05_Active travel / public realm	City Science modelling	Essential	£ 1,100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	03-2033-2037 (inclusive)	GCC			No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K20	20mph zones	Introducing 20mph zones across all streets in Kemble, including within the development sites.	05_Transport	05_Behaviour change	GCC (20mph Speed Work)	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01-2027-2032 (inclusive)	GCC			No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K3	Church Road active travel	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.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	04-2038-2043 (inclusive)	GCC			No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K5	Improved A429 crossing facilities	Improved active travel crossing facilities to allow active travel access from Site K12 to access Station Road, for onwards access to Kemble Station.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01-2027-2032 (inclusive)	GCC			No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K6	Station Road active travel	Improved pedestrian footways and cycleways along Station Road to promote active travel access from Sites K12 to Kemble Station	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 120,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01-2027-2032 (inclusive)	GCC			No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	K8	Kemble station improvements	Package of improvements including improving accessibility at the station with step free bridge, cycle parking etc.	05_Transport	05_Public transport - Rail	GCC (LTP)	Critical	£ 2,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106	02-2027-2037 (inclusive)	QWR, Network Rail	To note this scheme would be implemented outside of GCC highways boundary in Wiltshire		No	Draft for comment
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	LP10	B4040/B4696	Signal Optimisation	05_Transport	05_Highways	City Science modelling	Essential	£ 50,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02-2027-2037 (inclusive)	Wiltshire Highways			No	Draft for comment
North Cotswold	North Cotswold Sub area	LP9	Rail Level Crossings: Chipping Campden and Blockley Risk Flag	Increased traffic has the potential to impact the traffic on two level crossings on the rail network: Chipping Campden and Blockley. Mitigations may include safety upgrades	04_Transport	05_Public transport - Rail	City Science modelling	Critical	TBC	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106	02-2027-2037 (inclusive)	QWR, Network Rail	Level crossing no longer appear to flag as a risk. CS has not seen QWR formal response but if it suggests otherwise we have to revisit. These crossings were not flagged by GCC rail feedback		No	Draft for comment
Kemble	North Cotswold Sub area	LP7	Stow-on-the-Wold Sheep Street/A429/High Street Mitigation	Change signal stages with indicative arrows at high street/Roman Rd Junctions.	05_Transport	05_Highways	City Science modelling	Critical	£ 130,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	02-2027-2037 (inclusive)	GCC Highways			No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	LP8	Avening High Street AT Mitigation	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 near by which this may cut off.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	03-2033-2037 (inclusive)	GCC			No	Draft for comment
Kemble	Kemble - Strategic - Land south-west of Kemble (1x landowner / promoter)	LP9	Coates AT Mitigation	Model suggests that cycling on the Tewbury 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.	05_Transport	05_Active travel / public realm	City Science modelling	Essential	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	03-2033-2037 (inclusive)	GCC			No	Draft for comment
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic11	20mph zones	Introducing 20mph zones across all streets in Mickleton, including within the development sites.	05_Transport	05_Behaviour change	GCC (20mph Speed Work)	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01-2027-2032 (inclusive)	GCC			No	Draft for comment
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic2	Site Active Travel Connections and wider offsite improvements to car free routes	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. Includes at least 2.6km of pathways to upgrade	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01-2027-2032 (inclusive)	GCC		Costs have been updated in line with the new stretch of paths treated	No	Draft for comment
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic3	Long Marsdon Road Active Travel Connection	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.	05_Transport	05_Active travel / public realm	City Science modelling	Important	£ 3,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	03-2033-2037 (inclusive)	GCC			No	Draft for comment
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic5	On site provision of services	At present that are limited services within Mickleton itself. Providing a local hub including some GP services, Schools and Retail offerings and mobility hub	05_Transport	05_Behaviour change	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	Direct delivery	02-2027-2037 (inclusive)	Strategic site promoter			No	Draft for comment
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic6	Improved Bus Services Mickleton to Moreton-in-Marsh	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.	05_Transport	05_Public transport - Bus	City Science modelling	Critical	£ 400,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106	02-2027-2037 (inclusive)	Bus provider, GCC			No	Draft for comment
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic8	Mickleton to Ebrington Primary School AT Flag	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 brideway for some of it.	05_Transport	05_Active travel / public realm	City Science modelling	Essential	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01-2027-2032 (inclusive)	Multi-academy trust; GCC			No	Draft for comment
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic9	Mickleton to Wiltsey speed route treatment	Reduction of Wiltsey Speed Limit to 20mph and "route treatment" to Mickleton. Could be potentially extended into Mickleton.	05_Transport	05_Behaviour change	GCC (20mph Speed Work)	Important	£ 75,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ 75,000	S106; S278	01-2027-2032 (inclusive)	GCC			No	Draft for comment
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo1	Moreton-in-Marsh to Bourton-on-the-Water via Stow-on-the-Wold active travel link	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 LCWP (Evesham Road- Chapel Street-Ex railway alignment). The latter was estimated to need ~1.2million to deliver and the latter is assumed	05_Transport	05_Active travel / public realm	City Science/GCC LCWP	Essential	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£ -	S106; S278	01-2027-2032 (inclusive)	GCC			No	Draft for comment
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo10	Moreton-in-Marsh New Road	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.	05_Transport	05_Highways	GCC/CDC/WSP	Critical	£ 37,450,252	Bentley V2 costing report	£ -	S106; S278; Homes England forward funding	02-2027-2037 (inclusive)	GCC Highways; Strategic Site landowners	Delivery approach and cost based on the phased implementation of the access road across applications and aligned to the agreed masterplan, rather than pooled funding and delivery by GCC		No	Draft for comment

Sub area		Scheme information			Categorisation				Cost and delivery										
Relevant Sub area	Site/Sub area attribution	Ref	Scheme name	Scheme description	Infrastructure category	Infrastructure sub-category	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers	Commentary (to be added to final IDP)	Working Commentary (to be deleted)	Sensitive to growth figure	Status of agreement (to be deleted)	
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo12	Moreton-in-Marsh to Chipping Campden Greenway	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 Pinford. 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 delivered there	05_Transport	05_Active travel / public realm	City Science modelling	Essential	£	1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£	-	S106; S278	04: 2038-2043 (inclusive)	GCC		No	Draft for comment
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo13	Moreton-in-Marsh to Shipston-on-Stour Cycleway	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	05_Transport	05_Active travel / public realm	City Science modelling	Essential	£	1,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£	-	S106; S278	04: 2038-2043 (inclusive)	GCC		No	Draft for comment
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo16	Evenlode Improvements	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	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£	350,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£	-	S106; S278	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo17	Moreton-in-Marsh Station Improvements	Upgrades to the facilities of the station in line with high patronage including better active travel connections.	05_Transport	05_Public transport - Rail	City Science modelling	Critical	£	3,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£	-	S106	02: 2027-2037 (inclusive)	GWR, Network Rail		No	Draft for comment
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo18	20mph zones	Introducing 20mph zones across Moreton-in-Marsh (excluding A44 and A429) 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.	05_Transport	05_Behaviour change	GCC (20mph Speed Work)	Critical	£	150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£	-	S106; S278	01: 2027-2032 (inclusive)	GCC		No	Draft for comment
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo2	Blenheim Meadow AT routes upgrade	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 Evenlode Road where geometric constraint may need a different approach e.g. speed limit reductions or alternative routing.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£	250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£	-	S106; S278	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo3	A44 Corridor Active Transport Route	Footpaths H9M6 and H9M18 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.	05_Transport	05_Active travel / public realm	City Science modelling	Critical	£	1,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£	-	S106; S278	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo4	Southern Moreton greenway		05_Transport	05_Active travel / public realm	City Science modelling	Critical	£	1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£	-	S106; S278	02: 2027-2037 (inclusive)	GCC		No	Draft for comment
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo5	Moreton-in-Marsh to Cheltenham BRT	BRT Route C09/C08 Moreton-in-Marsh to Cheltenham	05_Transport	05_Public transport - Bus	WSP/OCC	Essential	£	3,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£	-	S106	02: 2027-2037 (inclusive)	Bus provider, GCC		No	Draft for comment
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo8		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 disincentivise the use of private vehicles. Includes "Park and Stride" facilities which are simply redistributed parking away from high street with branding and guided walking routes to high street.	05_Transport	05_Active travel / public realm	City Science/Moreton-in-Marsh Neighbourhood Plan	Critical	£	2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£	-	S106; S278	01: 2027-2032 (inclusive)	GCC; Town and Parish Councils	Updated costs and updated the detail to describe park and stride element	No	Draft for comment
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo9	On site provision of services	On-Site provision of key services such as retail and healthcare.	05_Transport	05_Behaviour change	City Science modelling	Critical	£	-	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	N/A		Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter		No	Draft for comment
District-wide	All sites	TBC	EV Charging Provision	Providing Additional EV charging infrastructure for public use in addition to provision within new homes. This could also feature incentives e.g. pricing to encourage uptake, smaller scale interventions to improve safety and implement TROs, improvements to expanded schools, additional bus stop infrastructure - identified where specified but to be derived by TfS.	05_Transport	05_Behaviour change	City Science modelling	Important	Included in CIL	N/A	£	-	CIL	07: Phased in line with delivery	GCC Highways		No	Draft for comment	
District-wide	All sites	TBC	Travel Plan and Monitor and manage measures		05_Transport	05_Behaviour change	Cotswold DC	Essential	Included in CIL	N/A	N/A		S106; S278; CIL	07: Phased in line with delivery	GCC Highways		No	Draft for comment	
Mickleton	Mickleton Sub area	TBC	Enhancements to North Cotswolds Robin Community Bus	Improving the frequency of The Robin within Mickleton.	05_Transport	05_Public transport - Bus	City Science modelling	Essential	Included in CIL	N/A	£	-	CIL	07: Phased in line with delivery	GCC Highways		No	Draft for comment	
Moreton-in-Marsh	North Cotswold Sub area	TBC	North Cotswold Line transformation	A series of improvements including doubling of the line leading to the a doubling of the frequency (to 2 trains per hour) and improved speed which would further make routes along this line such as Oxford-Worcester and London (and onto further connections) more time competitive with private modes. SOBC estimated the whole cost of this improvement to be £199 million but includes enabling of more housing in Oxfordshire as delivery could be partly delivered by this too.	05_Transport	05_Public transport - Rail	North Cotswold Line Taskforce	Regionally significant	£	-	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment	£	-	S106; CIL	07: Phased in line with delivery	GWR, Network Rail	The Local Plan growth is not predicated upon the delivery of the Cotswold Line Transformation but is a project supported by CDC, who will consider using CIL to contribute to early feasibility work.	No	Draft for comment
District-wide	North Cotswold Sub area	XXMO1+	Kingham Station-Stow-on-the-Wold-Bourton-On-The-Water Greenway	Active Travel route	05_Transport	05_Active travel / public realm	City Science modelling	Important	Included in CIL		Included in CIL	CIL	07: Phased in line with delivery	GCC			No	Draft for comment	
Kemble	Kemble Sub area	K21	Anti-Ratrunnig Measures on Unnamed Road between A429 and A433	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	05_Transport	05_Highways	City Science modelling	Critical	£	10,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment								
North Cotswold	North Cotswold Sub area	LP16	Willersey AT Flag	Willersey Learning Road and Main Street because unsuitable for cycling due to increased traffic. 20mph speed limit would resolve this.	05_Transport	05_Highways	City Science modelling	Critical	£	10,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment								

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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 Cir4 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 Cir4 and Cir5 .	£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 Cir5 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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan		Status	Growth Area/Strategic Site
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 as 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 K410 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 proposed 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 this 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 Cirencester	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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan	Status	Growth Area/Strategic Site
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 onwads 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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan		Status	Growth Area/Strategic Site
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
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.	£3,000,000	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
DJ10	B4696 Spine Rd Approach to Station Rd/Cerney Wick Lp Intersection	City Science	Upgrade Junction to a signalised Junction	£250,000	Critical		Proposed	Cotswold: Driffield Junction Development

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan	Status	Growth Area/Strategic Site
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
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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan		Status	Growth Area/Strategic Site
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 Leafield 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
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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan	Status	Growth Area/Strategic Site
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. 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 near by 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
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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan	Status	Growth Area/Strategic Site
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
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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan	Status	Growth Area/Strategic Site
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
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

Option ID	Short title	Source	Description	Indicative High Level Cost	Evaluation of Intervention Importance to Local Plan	Status	Growth Area/Strategic Site
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

06/07/2026

Development type	New homes proposed	Occupation (2.2)	Area of SANG required (ha)	Area of ANRG required (ha)
Non-strategic; non-principal settlements	188	414		0.18
Non-strategic; principal settlements	425	935	1.6	
Saved allocations from 2011-31 Local Plan	96	211	1.69	
Strategic Site	9,491	20,880	28.23	68.29
Windfall	1,264	2,781	15.54	1.8
Grand Total	11,464	25,221*	47.06	70.26

Amount outside SS

18.83

1.98

Development details			Zone(s) of Influence			Uplift		Mitigation required		Mitigation drawn		SAMM requirements	
Settlement	Development type	Site Name	Beechwood	North Meadow 4.2kr	North Meadow 9.4kr	New homes proposed	Occupation (2.2)	Area (ha) of SANG required	Area of ANRG required (ha)	Masterplan SANG drawn (ha)	Masterplan ANRG drawn (ha)	Beechwoods SAMM	North Meadow SAMM
	Windfall	Beechwoods	y			956	2,103	16.83					
	Windfall	North Meadow 4.2		y		110	242		1.94				
	Windfall	North Meadow 9.4			y	333	733						
Cirencester	Strategic site	Land east of Kingshill Lane			y	613	1,349						y
Cirencester	Strategic site	Land south east of Cirencester and south of Preston			y	1,288	2,834				13.50		y
Cirencester	Strategic site	Steadings southern extension	y		y	1,403	3,087	24.69		28.70		y	y

Down Ampney	Strategic site	Land surrounding Down Ampney		y		1,658	3,648		29.18		32.00		y
Driffield	Strategic site	Land south of Driffield		y		2,222	4,888		39.11		51.70		y
Fairford	Strategic site	Land north-east of Fairford			y	1,125	2,475				11.70		y
Kemble	Strategic site	Land south-west of Kemble	y			1,019	2,242	17.93		28.10		y	
Siddington	Strategic site	Land south west of Siddington			y	381	838						y
Ampney Crucis	Strategic site	Ampney Crucis			y	600	1,320						y
Andoversford	Small extension	Land to rear of Templefields and Crossfields	y			52	114	0.92				y	
Cirencester	Small extension	Land west of Gardner Way	y		y	31	68	0.55				y	y
Down Ampney	Small extension	Land west of Church Lane		y		10	22		0.18				y
Fairford	Small extension	Land west of Terminus Cottage and Station Cottage			y	20	44						y
Poulton	Small extension	Land north of London Road			y	22	48						y
Siddington	Small extension	Plummers Farm, east of Ashton Road			y	50	110						y
Siddington	Small extension	Land east of Siddington Road and west of Bluebell Drive			y	5	11						y
Netbury	Small extension	Land adjacent to Blind Lane	y			44	97	0.77				y	
Netbury	Small extension	Land north-west of Highfield Cottage	y			50	110	0.88				y	
Fairford	Large extension	Land south-east of Fairford			y	109	240						y
Fairford	Large extension	Land at Totterdown Hill, Horcott			y	100	220						y
Kempsford	Large extension	Land to rear of the Knoll, Whelford Road			y	149	328						y
Siddington	Large extension	Land between disused canal and disused railway line, north of Park Way			y	50	110						y
Cirencester	General infill	Land adjacent 'Donside', off Barn Way	y			10	22	0.18				y	
Poulton	General infill	The Nurseries, The Butts, Cricklade Street			y	7	15						y
Traveller sites		N/a				40	88	0.70					
								63.45	70.40	56.80	108.90		

Hi Matt,

Based on our call with Tom the SANG deficit is now 14.9 hectares as below with the Strategic Sites primarily mitigating against their own development with some capacity to provide for other types of development:

Development type	Sum of Area (ha) of SANG required	Sum of Masterplan SANG drawn (ha)	Sum of Area of ANRG required (ha)	Sum of Masterplan ANRG drawn (ha)
Non-strategic; non-principal settlements				
Non-strategic; principal settlements	1.61			
Saved allocations from 2011-31 LP; no planning permission	1.69			
Strategic Site	41.96	45.90	68.29	83.70
Windfall	15.54		1.80	
Total	60.80	45.90	70.08	83.70
Deficit / Surplus	-14.90		+13.62	

If the southern Kemble site were to be used solely for mitigating the non-Strategic Sites (i.e., other site allocations and windfall) then the requirement would be for 18.84 hectares of SANG. Looking at it from a purely operational perspective, this may be the simplest way of organising the SANG capacity as there would be only one management company/developer to allocate all of the SANG monies to.

If you need another call to discuss how we proceed with this let me know. I will begin to update the report to reflect these figures, and to include reference to the availability of the southern parcel of land at Kemble that can accommodate this c15ha requirement. I have set aside tomorrow to focus on this so can have as many calls as we need to get it sorted.

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Hi Tom,

SAMM contributions for Strategic Sites are as in Table 1 below. SAMM contribution estimates for all development in Table 2. Please note that these have been calculated using the most recent SAMM tariffs given on the CDC website and not the sums from the specific recreation mitigation strategies. These figures also do not include the Council's s fee.

We are currently putting together the suggested policy wording for the strategic SANG south of the Kemble allocation as discussed with Matt and will share ASAP.

Table 1 – Strategic Sites SAMM

Strategic Allocation	Dwellings	Total Beechwoods SAMM contribution (£221.33 per dwelling)	Total North Meadow SAMM contribution (£356.21 per dwelling)
Land east of Kingshill Lane	613		£218,356.73
Land north-east of Fairford	1,141		£406,435.61
Land south east of Cirencester and south of Preston	1,368		£487,295.28
Land south of Driffield	2,222		£791,498.62
Land south-west of Siddington	372		£132,510.12
Land south-west of Kemble	1,020	£225,756.60	
Land surrounding Down Ampney	1,658		£590,596.18
Steadings southern extension	1,364	£301,894.12	£485,870.44
Grand Total	9,758	£527,650.72	£3,112,562.98

Table 2 – All residential development SAMM

Development Type	Dwellings	Total Beechwoods SAMM contribution (£221.33 per dwelling)	Total North Meadow SAMM contribution (£356.21 per dwelling)
Non-strategic; non-principal settlements	169		£60,199.49

Non-strategic; principal settlements	388	£20,141.03	£138,209.48
ived allocations from 2011-31 LP; no planning	96	£21,247.68	
mission			
ategic Site	9,758	£527,650.72	£3,112,562.98
ndfall	1,264	£195,434.39	£135,716.01
and Total	11,675	£764,473.82	£3,446,687.96

ican