

Appendix II - Baseline Data

1.0 INTRODUCTION

In 2008, WSP prepared a baseline for the Swindon Transport Strategy SEA Scoping Report. This baseline was updated by Enfusion in 2010 to provide up to date information for the Local Transport Plan 3, which is being prepared by Swindon Borough Council. For each topic, a table entitled 'Updated Baseline' was added that includes the new information. A number of the statistics provided by WSP have been updated in the text and where this has occurred are underlined and coloured red.

1.1 The baseline data presented here has been split into topic areas in accordance with the SEA Directive. The data has been collected from a variety of published information sources which are listed at the end of this Appendix. Each topic area has been divided into three sections:

- Current baseline issues, opportunities and constraints;
 - Sets out the current baseline situation according to the most up to date evidence available. Significant gaps identified in the data are listed in Section 1.14.
- Evolution of the baseline without the strategy; and
 - Describes how the environment is expected to change into the future based on current trends and the likely future policy context (see Appendix A). This is a requirement of Annex 1 (b) of the SEA Directive.
- How the Transport Strategy could improve the situation.
 - List of potential beneficial enhancements or mitigation measures that would improve the overall sustainability of the Strategy.

2.0 BIODIVERSITY (FLORA AND FAUNA)

CURRENT ISSUES, OPPORTUNITIES AND CONSTRAINTS

2.1 Swindon Borough has very different concerns and pressures to that of the predominantly rural county of Wiltshire in which it sits. The urban area of Swindon, designated as a Principal Urban Area, is under intense pressure to develop with a possible 35,000 additional dwellings to be built up to 2026 (Draft RSS, 2006). It is one of the fastest growing towns in Europe. Overall, 87% of Swindon Borough's population live in urban Swindon.

2.2 The planned growth of Swindon puts pressure on the urban fringe where there are both threats, such as continued urban growth and intensive agriculture, and opportunities for Swindon's wildlife. Climate change also poses a threat but the effect that this may have and the species at risk is not yet clear. An increasing rate of development also

puts pressure on the priority areas for species that are within the urban areas of Swindon. The Swindon Biodiversity Action Plan (BAP) encourages the use of 'green infrastructure' to create a network of interlinking open spaces that development fits within.

- 2.3 It is acknowledged in the Swindon Borough Local Plan 2011 that maintaining an environment with a high level of biodiversity has positive impacts that add to the Borough's community through the "added value" to both quality of life and economic attractiveness. These benefits include health, education, informal outdoor recreation and enjoyment gained from being close to nature. An attractive environment will also help attract inward investment to the Borough.
- 2.4 It has been noted in the Swindon BAP that the continued rapid growth in the Borough could be a significant threat to biodiversity unless the Council works closely with developers to take advantage of the opportunities such work can provide. The Council must consider the potential effect on biodiversity and other environmental issues of not only the construction and operation of new infrastructure but also maintenance and the management of existing facilities.
- 2.5 Swindon has 9 nationally protected Sites of Special Scientific Interest (SSSI) covering a total of 141 hectares (Swindon Core Strategy and Development Management Policies, 2009). 3 of the SSSIs are protected for their geological interest. Additionally, Swindon has 88 locally designated County Wildlife Sites (CWS) or Sites of Interest for Nature Conservation (SINCs), 3 ecologically important rivers and 5 Local Nature Reserves (SCSDMP, 2009). The Great Western Community Forest covers the whole of Swindon Borough. Swindon Borough is home to numerous nationally rare and protected species, including:
- Water voles
 - Otters
 - Bats and
 - Great crested newts
- 2.6 The urban area of Swindon also provides substantial opportunities for biodiversity, from uncut grass to flowerbeds to bushes. These individual sites together combine to form a complex and rich network supporting a broad range of wildlife. The Swindon BAP identifies the opportunities to the biodiversity of built up areas and gardens as:
- 1 High quality habitat creation e.g. native broadleaved woodland may form part of a larger development;
 - 2 Wildspaces with biodiversity value can be planned into design at early stages;
 - 3 Strategic Environmental Assessment Directive came into effect from 22nd July 2004 and requires all development plans to be sustainable;
 - 4 Habitats occurring within a development area that require active management (e.g. ponds) can be secured through the planning process;

- 5 Chance to involve communities in managing wildlife areas;
- 6 Securing mitigation through planning conditions; and
- 7 Ensuring long term management of sites through planning obligations.

2.7 The threats are:

- Direct loss of habitat through land taken for development;
- Local extinction of species through habitat loss and disturbance;
- PPG3 requires high housing densities leaving less opportunities for wildlife areas and large gardens;
- Fragmentation of habitat; and
- Lack of awareness of biodiversity issues by developers.

EVOLUTION OF THE BASELINE WITHOUT THE TRANSPORT STRATEGY

- 2.8 Swindon Council's Annual Monitoring Report 2006-07 states there is currently inadequate baseline data available to make an assessment of the change in priority habitats and species owing to development. It also states there has been no change in the area of designated sites due to development. Current trends in biodiversity are expected to continue in the absence of the Transport Strategy. Continued growth of Swindon, particularly on the urban fringes, will put increased pressure on ecologically valuable habitats however this will not necessarily lead to a decline in either quantity or quality.

HOW THE TRANSPORT STRATEGY COULD IMPROVE THE SITUATION

2.9 The Transport Strategy can benefit biodiversity by:

- Maintaining and enhancing green infrastructure
- Creating, protecting and enhancing ecological corridors
- Providing land bridges and mammal tunnels to prevent habitat fragmentation; and
- Habitat augmentation to compensate for fragmentation

Updated Baseline

- The Swindon Biodiversity Action Plan (2009) aims to achieve four fundamental aims:
 - Protection of the best existing areas for wildlife: this includes all nationally protected sites, locally designated sites and strategic green corridors
 - Enhancement of wildlife in the wider landscape: with a need to focus activities in key areas where there is potential to achieve real and lasting gain
 - Protection and enhancement of populations of particularly important species, such as water voles, great crested newts and bats
 - Involvement of people in the process of wildlife conservation wherever possible.

<ul style="list-style-type: none"> ■ SSSI Condition: <ul style="list-style-type: none"> ○ Hayden Meadow - Unfavourable, ○ Great Quarry - partly favourable, ○ Coate Water - Unfavourable, ○ Clout's Wood - Unfavourable, ○ Burderap Wood - Unfavourable, ○ The Coombs - Favourable, ○ Old Railway cutting - favourable, ○ Okus Quarry - Favourable. ■ Condition status available for only 8 out of the 9 SSSIs in the Borough ■ In addition North Meadow and Clattinger Farm, located outside the Borough in Cricklade, is identified as a Special Area of Conservation (SAC) (SCSDMP, 2009).
<ul style="list-style-type: none"> ■ 5 Special Areas of Conservation (SACs) within 15km of Swindon Borough Council's administrative boundary; <ul style="list-style-type: none"> ○ Kennet and Lambourn Floodplain SAC; ○ North Meadow and Clattinger Farm SAC; ○ Hacknell Hill SAC; ○ River Lambourn SAC and; ○ Pewsey Down SAC.
<ul style="list-style-type: none"> ■ BAPs <ul style="list-style-type: none"> ○ Berkshire Biodiversity Action Plan ○ Oxfordshire has 17 UKBAP sites, some of which could be impacted by development in Swindon ○ Gloucestershire Biodiversity Action Plan ■ Area covered by an environmental designation - 29.6% (2009)/ 71.4% Wiltshire (AMR 2008-2009) ■ There are 23 species that are known to occur in the Borough which are among the 382 priority species listed in the UK BAP (Swindon Local Development Framework SA Scoping Report, 2006)
<ul style="list-style-type: none"> ■ Borough is home to several nationally rare and protected species including water voles, otters, bats and great crested newts. (Swindon Core Strategy & Development Management Policies - Proposed Submission Document, Sustainability Appraisal incorporating Strategic Environmental Assessment, 2009)

3.0 WATER

- 3.1 The topic of water covers not only rivers and water courses, but also to flooding, drainage, sewerage, water pollution and standing water. Thames Water is the main statutory undertaker responsible for the provision of water resources and sewerage infrastructure in Swindon Borough. The increased housing growth within both Swindon and the broader area will increase demand into the future. As a result of Swindon's upstream location where there is a limited supply of water available for the treatment of sewerage effluent, Thames Water have indicated that in future higher grade effluent treatment plans will be needed to prevent any possible adverse impact on river water quality.
- 3.2 With increases in the built-up area in Swindon, there is the possibility of any additional increases in hard surfacing increasing water run-off. This may result in problems of localised flooding and polluted surface water containing contaminants such as oil, fuel or salt entering river systems. The development of Sustainable Urban Drainage Systems (SUDS) where appropriate has the potential to greatly reduce the impact of surface water run off but must be considered on a site by site basis.
- 3.3 Standing open water is identified as an important resource in Swindon and nationally. It is known that many of these water bodies are home to some of England's rarest protected species. Ponds in the Southern Development Area are extremely important for Great Crested Newts and other amphibians. Some sections of the old Wilts and Berks canal support the water vole which is Britain's fastest declining mammal.
- 3.4 A notable area of standing open water within Swindon Borough is Coate Water SSSI. Coate Water has been designated as a protected site because of its national importance for dragonflies, with at least 15 species recorded. Due to the diverse breeding population connected with both the lakes at Coate Water along with the semi-natural vegetation, it is one of the most important sites in Wiltshire for breeding birds. Other areas are also important for wildlife on a Borough-level; for instance, Lydiard Park, Swindon Sewage Treatment Work lagoons and Rushy Platt are all County Wildlife Sites and support protected species such as water vole and great crested newts.
- 3.5 The dense urban population of Swindon means that the open water that isn't designated for its ecological value is still highly appreciated for its amenity value, with activities such as duck-feeding, fishing and walking all being popular pursuits. Peatmoor Lagoon, Shaftsbury Avenue and Liden Lagoon are some examples of open water areas that are popular areas for recreation activities.
- 3.6 Whilst the impacts of climate change are uncertain, it is generally thought that over the long term climate change will lead to an

increase in storms and heavy rainfall. This gives rise to concern over the treatment of floodwaters and must be considered alongside the water provision and sewerage requirements identified for the urban extension of Swindon. To accommodate the requirements of the emerging Regional Spatial Strategy it has been identified that an additional reservoir site to be built outside the Borough, with all the consequent environmental impacts associated with such a large engineering scheme. To address this, the Upper Thames Reservoir has been set out by Thames Water in its latest asset planning cycle, programmed to be operational by 2020.

Updated Baseline
<ul style="list-style-type: none"> ■ Water quality – Chemistry (AMR 2008-2009) <ul style="list-style-type: none"> ○ Share Ditch – 2008: B; 2007: B ○ Bydemill Brook – 2008: B; 2007: C ■ Water Quality – Biology (AMR 2008-2009) <ul style="list-style-type: none"> ○ Share Ditch – 2008: C; 2007: B ○ Bydemill Brook – 2008: C; 2007: B
<ul style="list-style-type: none"> ■ Swindon is highlighted as being an area of major urban expansion in or close to important floodplains. Rivers were modified as the town grew rapidly between the 1950s and 1990s, which has led to numerous localised flood risk problems. ■ There are flood risks to the East of Swindon, where properties are at risk from fluvial flooding from the Rivers Ray and Cole. This flood risk is likely to increase as a result of climate change. (<i>South West Regional Flood Risk Appraisal, 2007 - South West Regional Assembly</i>)
<ul style="list-style-type: none"> ■ Swindon Borough Council (http://www.swindon.gov.uk/environment-environmentagency) state that during adverse weather conditions there are a number of rivers which may cause flooding: <ul style="list-style-type: none"> ○ River Cole ○ Dorcan Brook ○ River Ray ○ River Swinbourne
<p>Key statistics for the Vale of White Horse catchment at a glance (<i>Thames RBMP, 2009</i>)</p> <ul style="list-style-type: none"> ■ <u>River and lake water bodies</u> <ul style="list-style-type: none"> ○ % at good ecological status or potential 24 (Now) 24 (2015) ○ % assessed at good or high biological status (24 water bodies assessed) 46 (Now) 50 (2015) ○ % assessed at good chemical status (5 water bodies assessed) 100 (Now) 100 (2015) ○ % at good status overall (chemical and ecological) 24 (Now) 24 (2015) ○ % improving for one or more element in rivers 9 (2015)

<ul style="list-style-type: none">■ The River Cole has been designated as having poor ecological status (2015 prediction is also poor status) and the River Ray has been designated as having good ecological status both at present and in 2015 (predicted) Environment Agency website, 2010: http://maps.environment-agency.gov.uk/wiyby/wiybyController?topic=wfd_rivers&layerGroups=default&lang=_e&ep=map&scale=4&x=423924&y=186430#x=418632&y=186430&lg=1,7,8,9,&scale=4
<ul style="list-style-type: none">■ Swindon is located at the western boundary of the Thames River Basin District (RBD), which is one of the driest RBDs in the UK, with rainfall levels below the national average (<i>Water for Livelihoods: River Basin Management Plan: Thames River Basin District, 2009</i>)
<ul style="list-style-type: none">■ There is pressure on water supply. Demand is outstripping supply in Swindon's Water Resource Zone (<i>Water - planning for the future: Thames water revised draft water resources management plan, 2009</i>)

EVOLUTION OF THE BASELINE WITHOUT THE TRANSPORT STRATEGY

- 3.7 There is expected to be an increased pressure on water supplies due to increased demand from development. Potential development on floodplains would lead to an increased risk of flooding.

HOW THE TRANSPORT STRATEGY COULD IMPROVE THE SITUATION

- 3.8 The Transport Strategy can improve the local situation by:
- Incorporating Sustainable Urban Drainage Systems into new infrastructure:
 - Ensuring that new infrastructure is future proofed in terms of flood risk.

4.0 LANDSCAPE

- 4.1 The topic area of landscape includes consideration of townscape and the public realm. The landscape characteristics of the Borough are presented in the Swindon Borough Local Plan 2011. Important considerations must be both the loss of open space for recreation and exercise both within the town of Swindon and on the important fringe areas. The Swindon Joint Study has mapped areas of critical landscape importance outside on Swindon's urban fringe.
- 4.2 The townscape and public realm will be a major element of the regeneration of the urban centre. The existing townscape, particularly within the centre of Swindon, has been identified as an area for improvement. The New Swindon Company looks to incorporate good

quality design and architecture, valuing heritage and ensuring streets and public areas are open, safe and attractive with more trees and public art, making an immediate positive impression. Ensuring the town is legible to pedestrians arriving both by bus and to the town centre car-parks is an important element of the schemes identified in Local Transport Plan.

4.3 The Landscape Character Areas identified within the Borough are:

- Thames Vale;
- Vale of White Horse;
- Wroughton Vale;
- Scarp;
- Downs Plains;
- High Downs;
- Midvale Ridge; and
- Lydiard Ridge.

EVOLUTION OF THE BASELINE WITHOUT THE TRANSPORT STRATEGY

- 4.4 Without the Transport Strategy the rate of regeneration of the town centre would outstrip the rate of transport infrastructure improvement. This could lead to inappropriate use of the transport network, such as cars being parked in intrusive areas reducing visual amenity, increasing congestion and increasing noise and air pollution. Without the development and improvement of Swindon's walking and cycling networks the amenity value of areas with improved landscape and townscape quality will be reduced.

HOW THE TRANSPORT STRATEGY COULD IMPROVE THE SITUATION

- 4.5 The Transport Strategy can improve the local townscape and landscape by:
- New transport infrastructure needs to be sympathetic to the existing townscape;
 - The Strategy should look to reduce traffic flows in sensitive townscape/landscape areas;
 - Facilitate and promote walking and cycling, particularly in areas of high amenity value; and
 - Schemes to incorporate planting where possible using indigenous species.

Updated Baseline

- Urban areas comprise 25% of the Borough's 230km² area, comprising Swindon Town, Highworth and Wroughton. The remainder of the Borough contains large tracts of varied and unspoilt countryside, characterised by a broad clay vale of the upper Thames to the north, and the chalk uplands of the North Wessex Downs to the south. (*Swindon Council Annual Monitoring Report 2008-2009*)
- The landscape around Swindon is of very high value with the North

<p>Wessex Downs Area of Outstanding Natural Beauty (AONB) covering a large area south of Swindon. Swindon is also located within close proximity of the Cotswolds AONB, the largest of the 40 AONBs in England and Wales.</p> <ul style="list-style-type: none">■ North Wessex Downs AONB – 1,730km² area. Highest Point at Walbury Hill (297m ASL)
<ul style="list-style-type: none">■ National Cycle Route 45 connects Salisbury in Wiltshire with Chester in Cheshire, via Swindon (<i>sustrans, 2010</i>: http://www.sustrans.org.uk/sustrans-near-you/south-west/wiltshire)
<ul style="list-style-type: none">■ World Heritage Sites, National Parks and Areas of Outstanding Natural Beauty covering over a third of the South West (<i>South West Draft Regional Spatial Strategy, 2006-2026, 2006</i>)
<ul style="list-style-type: none">■ The majority of land surrounding the urban area of Swindon is designated as agricultural grade 3 or 4, with larger areas of higher value Grade 2 soils to the south and south east (<i>Swindon Transport Strategy Environmental Report, 2008</i>).
<ul style="list-style-type: none">■ Swindon has over 150 open spaces and parks (<i>Swindon Core Strategy and Development Management Policies, 2009</i>)

5.0 SOIL

- 5.1 For a farmer soil is the base of their livelihood, for the construction industry it is the foundation for new buildings and infrastructure. Soils perform several key functions such as food production, provision of habitats and the protection of cultural heritage. The function that soil provides depends largely on type, which can vary substantially from the regional down to the local level.
- 5.2 Soil is a highly valued and irreplaceable resource that in the UK is at risk from many threats, some of the most important being:
- Climate change
 - Compaction
 - Contamination
 - Erosion
 - Loss of biodiversity
 - Loss of organic matter
 - Sealing
- 5.3 Whilst Swindon is predominantly urban, soils are present in the built environment in the form of:
- Gardens/allotments
 - Open spaces/parks
 - Derelict/brownfield land
 - Road verges

- School playing fields; and
- Cemeteries

5.4 The document *The First Soil Action Plan for England: 2004-2006* (DEFRA, 2004) states:

"Our vision is to ensure that England's soils will be protected and managed to optimise the varied functions that soils perform for society (e.g. supporting agriculture and forestry, protecting cultural heritage, supporting biodiversity, as a platform for construction), in keeping with the principles of sustainable development and on the basis of sound evidence."

5.5 In Swindon borough the greatest impact on land and soil quality will result from the committed and potential development of the town both to the end of the Structure Plan period, and after 2016 when the new Regional Spatial Strategy will indicate large scale development must be accommodated.

EVOLUTION OF THE BASELINE WITHOUT THE TRANSPORT STRATEGY

5.6 Further development in Swindon could lead to a loss of soil through soil sealing or a loss of soil quality as a result of the threats discussed above (Section 1.4.2). The impact that climate change will have on soils is not certain.

HOW THE TRANSPORT STRATEGY COULD IMPROVE THE SITUATION

5.7 Soil Management Plans are required for all projects where EIA is required.

Updated Baseline

- Contaminated land is most commonly caused by the legacy of 200 years of industrial activity in Britain. There has been a long history of industrial activity in the Borough of Swindon which indicates that there is likely to be a number of areas with contaminated land. (<http://www.swindon.gov.uk/streetsmart-contaminatedland>)
- Swindon sits primarily on 'slowly permeable seasonally wet slightly acid but base-rich and clayey soils' with 'freely draining lime-rich loamy soils' also prevalent in the area (*Swindon Transport Strategy Environmental Report, 2008*).

6.0 MATERIAL ASSETS

6.1 In the context of the Swindon Transport Strategy, the consideration of material assets includes the maintenance of the highway (roads, footways, cycle-ways and bridges, etc). Swindon's comparatively recent growth is the major factor behind a general deficit of large

brownfield and urban redevelopment opportunities in the town. However, Swindon continues to grow and to attract people. In order to satisfy these continuing demands, large strategic releases of land on the urban fringes have been determined as a viable and realistic way to accommodate growth.

- 6.2 Development in Swindon town centre is focussed on 7 project areas covering a total of approximately 220 hectares:
- The Exchange;
 - The Promenade;
 - The Arena
 - The Hub
 - Swindon Central
 - The Campus; and
 - North Star Village.
- 6.3 Each project area is a mixed use development but each is primarily focussed on a particular development type; 'residential', 'commercial', 'retail and leisure' and 'education and culture'. The traffic system needs to be examined for potential improvements to cope with the increase in traffic volume that this regeneration will bring. Options include replacing existing car parks and moving car parking outside of the centre of the town, removing gyratory systems and improvements to public transport.

EVOLUTION OF THE BASELINE WITHOUT THE TRANSPORT STRATEGY

- 6.4 Without the transport strategy the infrastructure would not be there to facilitate the regeneration and improvement of the city's material assets. This would lead to congestion and be a major hindrance to both the towns aspirations and the policies put forward for the Swindon sub region in the South East Plan.

HOW THE TRANSPORT STRATEGY COULD IMPROVE THE SITUATION

- 6.5 The Transport Strategy could benefit Swindon's material assets as follows:
- New transport infrastructure is essential to facilitate the growing pressure on the existing transport system;
 - Promotion of public transport in line with the aims of the South West RSS; and
 - All new proposals requiring EIA to include a construction and environmental management plan.

Updated Baseline

- Draft RSS (2006) proposes significant housing growth at Swindon for the next twenty years - 37,200 dwellings in total, which will add approximately 40% to the total dwelling stock of the town.
- The global economic downturn has had a significant effect on

<p>Swindon's economy, with particular consequences for local car manufacturing and a significant increase in unemployment.</p>
<ul style="list-style-type: none"> ■ Swindon has been given New Growth Point Status and is committed to delivering a substantial increase in the number of houses in the short to medium term.
<ul style="list-style-type: none"> ■ Household waste typically makes up at least 90% of all municipal waste in the UK with 85,528 tonnes produced in Swindon in 2005/2006, 27% of which was recycled (<i>SBC (2006) Managing Swindon's Waste for Future Generations: The Municipal Waste Management Strategy for Swindon 2006 to 2020</i>)
<ul style="list-style-type: none"> ■ Swindon Borough Council recycled 32% of residents' waste in 2006/07 and there are good short-term plans to achieve 50% recycling by 2010 (<i>Swindon Core Strategy & Development Management Policies - Proposed Submission Document, Sustainability Appraisal incorporating Strategic Environmental Assessment, 2009</i>)
<ul style="list-style-type: none"> ■ Swindon Borough has one operational landfill site, located in the north of the Borough at Chapel Farm near Blunsdon. As this is the only landfill site in the Borough and no further sites have been identified as having potential to accommodate landfill, Chapel Farm is likely to continue to be of strategic importance in the management of the Borough's waste (<i>Wiltshire and Swindon Waste Core Strategy DPD (adopted) July 2009</i>)
<ul style="list-style-type: none"> ■ The current forecast requirement (the local 'apportionment') for sand and gravel production in Wiltshire and Swindon is 1.85 million tonnes per year (<i>Wiltshire and Swindon Waste Core Strategy DPD (adopted) July 2009</i>).

7.0 POPULATION **AND TRANSPORT**

- 7.1 Much of Swindon's population growth occurred in the last 50 years when Swindon experienced incremental expansion fuelled by high rates of employment and housing growth. Post-war London overspill policy led to rapid increases during the 1950s and 1960s and the opening of the M4 motorway in 1972 proved a catalyst for further growth during the 1970s and 1980s. As a result, the population has doubled during this period, compared to a 20% increase nationally.
- 7.2 Although the rate of housing completions slowed down somewhat in the 1990s, the town remains a major economic nucleus for the south west region – a situation that has led to widespread in-commuting. Almost 87% of the Borough's current population of 192,900 reside in the built-up area of Swindon (2008 population estimates). The remainder

live in a number of other settlements, the largest of which are Wroughton and Highworth.

- 7.3 Compared to the country as a whole, Swindon residents are more likely to use their cars to get to work, with nearly 70% of the working population travel to work in a private motor vehicle. Less people in Swindon use public transport to get to work than nationally, but more people travel to work on foot or by cycle.
- 7.4 Approximately 70,000 people enter the Swindon urban area each day by car, so there is huge potential for car users to transfer to park and ride. Approximately 57% of those entering the borough are male and 43% are female, a discrepancy that increases the further out from town the travel origin. There are currently two park and ride sites in operation, one to the north off the A419, and one to the south off the A4361. Further sites have been proposed at Commonhead, Oxford Road and in the Southern Development Area.
- 7.5 According to 2001 census data, approximately 50% of people commuting into the borough are in the 30-44 age category. Of these, the highest proportion are in professional occupations or in higher managerial roles. This compares to those who both live and work in Swindon, the largest proportion which work in routine or semi-routine occupations. Of those people who both live and work 19.2% either walk or travel by bicycle, 9.2% travel by bus and 0.2% by train.

EVOLUTION OF THE BASELINE WITHOUT THE TRANSPORT STRATEGY

- 7.6 Continued development of Swindon town without supporting infrastructure in place will lead to a congested city, significantly increasing travel times in an out of the city and reducing its potential to act as a business hub in central south England. This will make Swindon a less attractive place for both new business to move into and for the residential population. There may also be a lack of inter and intra connectivity between businesses, residential areas, leisure, retail and educational facilities leading to community severance.

HOW THE TRANSPORT STRATEGY COULD IMPROVE THE SITUATION

- 7.7 The Transport Strategy could benefit the population of Swindon by:
- Improving accessibility for disadvantaged communities
 - Making Swindon a more attractive place to live and work; and
 - Promoting community cohesion by reducing severance.

Updated Baseline

(Information from AMR 2008-2009)

- Current population - 192,900 (2008)
- Future Population - 250,000 (2026)

<ul style="list-style-type: none"> ■ Age Demographics: <ul style="list-style-type: none"> ○ 0-15 years – 20% (2008), 18% South West (2008) ○ 16-64 years - 64% (2008), 60% South West (2008) ○ 65+ - 17% (2008, 22% South West (2008) ■ Population with long term limiting illness – 15% (2001), 18% South West (2001) (2001 Census, Office for National Statistics) ■ Working population with long term limiting illness – 7% (2001) 8% South West (2001) ■ Educational attainment (students achieving 5+ grades A* to C) – 53.1% (2009), 63.5% South West (2009) (<i>Department for Children, Schools and Families, 2009</i>) ■ Educational standard of working population (working age people with NVQ level 3+) - 40.5% (2009), 48.8% South West, 2009 (<i>Annual Population Survey 2008, Office for National Statistics</i>) ■ Index of Multiple Deprivation (number of designated areas in the 20% most deprived nationally) – 18 (out of 119), 2007, 17 (out of 119) 2004 ■ Distance Travelled to work: <ul style="list-style-type: none"> ○ Less than 2km – 31.2% (2001), 35.1% South West (2001) ○ 2-10km – 51.3% (2001), 34.7% South West (2001) ○ Over 10km – 17.5% (2001), 30.2% South West (2001)
<ul style="list-style-type: none"> ■ The mean age in Swindon is the joint lowest among SW local authorities, equal with Bristol. (2001: Swindon 37.2, SW: 40.6, Eng: 38.6). (<i>ONS Census, 2001</i>) ■ At 4.8%, Swindon had the third highest ethnic minority population of unitary and district councils in the region in 2001 (SW: 2.3%, Eng: 9.1%).(<i>ONS Census, 2001</i>) ■ Swindon's Asian or Asian British ethnic group was the most populous part of the non-white population. (<i>ONS Census, 2001</i>)
<ul style="list-style-type: none"> ■ Unemployment – claimant count: <ul style="list-style-type: none"> ○ Swindon 5.3 (March 2009) 1.7 (March 2008) ○ National 4.0 (March 2009) 2.2 (March 2008)
<ul style="list-style-type: none"> ■ Almost 10,000 people commute daily into Swindon Borough from the surrounding Boroughs and further afield. Of the people commuting from the surrounding Boroughs 85% do so by private car. Of the people commuting from further afield 79% use private cars. (<i>ONS Census, 2001</i>).
<ul style="list-style-type: none"> ■ There is a good commercially operated bus service (currently ten routes travel into the town centre running every ten minutes), and bus use has grown from 9.4 million trips in 2001 to 11.09 million in 2006. ■ In the same period the number of people traveling regularly by bicycle has increased by 23%, but there remains room for improvement (<i>Swindon Core Strategy & Development Management Policies - Proposed Submission Document</i>,

<p><i>Sustainability Appraisal incorporating Strategic Environmental Assessment, 2009).</i></p>
<ul style="list-style-type: none"> ■ Bus use in Swindon (<i>Pers Comm; P.Martlew, Transport Planning, Swindon Borough Council</i>): <ul style="list-style-type: none"> ○ 2003/4 - 10.4m ○ 2004/5 - 10.6m ○ 2005/6 - 11.09m ○ 2006/7 - 12.06m ○ 2007/8 - 12.66m ○ 2008/9 - 14.09m
<ul style="list-style-type: none"> ■ 27,000 pupils in state education at the Borough's 79 schools. ■ One in five car trips on the urban roads at 8:50 in the morning are attributed to 'the school run'. ■ Increase in car ownership means that more children in the Borough than ever before are traveling to school by car (<i>Swindon's Sustainable Modes of Travel to School Strategy, 2009</i>).
<ul style="list-style-type: none"> ■ In Swindon and Wiltshire in 2006 the number of people killed was 11% below the 1994–98 baseline, with the number of children killed 35% lower and a reduction of over 50% in the number of pedal cyclists killed or seriously injured even with traffic rising by an estimated 15 per cent in this period. ■ Between 2004 and 2009, 23 people were killed on the roads in Swindon and 3069 were injured, with accidents at junctions accounting for 40% of the number of people killed or seriously injured. ■ Accident figures for 2008 show an overall improving trend since 2007; a 9% reduction in terms of collisions and a 7% reduction in terms of casualties (<i>Swindon's Strategic Plan for Road Safety and Accident Reduction - 2010 and Beyond, 2010</i>).

8.0 CULTURAL HERITAGE

8.1 The topic area of cultural heritage includes elements such as the historic environment, archaeology and listed buildings within the area. Swindon Borough has a broad variety of man-made historic features, including 28 Conservation Areas, more than 1,000 listed buildings and 642 entries on Government's List of Buildings of Special Architectural or Historic Interest in the Borough of Swindon. Supplementary Planning Guidance has been produced which gives detailed advice in relation to development proposals affecting Listed Buildings.

8.2 The Borough contains three entries on the English Heritage register of 'Parks and Gardens of Special Historic Interest in England' ([Lydiard, Town Gardens and Queens Park](#)), 52 Scheduled Ancient Monuments and [over 1,000 other features of archaeological importance](#). ([SCSDMP](#),

2009). It is important that all designated historic assets should be considered together with potential impacts on non-designated features since these can make an important contribution to creating a sense of place and local identity.

- 8.3 In the urban area of Swindon, listed buildings include The Mechanics Institute and the former Great Western Railway (GWR) Museum. In addition to Swindon Borough's listed buildings and those in a conservation area, there are a number of buildings, structures and facades that have local importance and as such warrant protection.
- 8.4 There are nine Conservation Areas within the urban area of Swindon Town; three of these urban Conservation Areas (Rodbourne Cheney, Stratton St. Margaret (Lower Stratton) and Stratton St. Margaret (Kingsdown)) are the historic parts of two former villages, Rodbourne Cheney and Stratton St. Margaret. There are four urban Conservation Areas in Old Town and a further two at the former GWR site. Swindon's historic GWR area is the most significant surviving railway-engineering establishment of its time in the world. It is of international importance and a rich source for social and historic study interest.

EVOLUTION OF THE BASELINE WITHOUT THE TRANSPORT STRATEGY

- 8.5 Current designated buildings and areas of cultural heritage are expected to be maintained.

HOW THE TRANSPORT STRATEGY COULD IMPROVE THE SITUATION

- 8.6 The Transport Strategy could benefit Swindon's cultural heritage by:
- Using materials in keeping with local cultural heritage; and
 - Reducing of traffic in or adjacent to areas of cultural heritage.

Updated Baseline
<ul style="list-style-type: none"> ■ English Heritage notes that there are 14 results for heritage at risk in Swindon, which includes both landscapes and buildings. (http://risk.english-heritage.org.uk/2010.aspx?rs=1&rt=0&pn=1&st=a&ua=Swindon+%28UA%29&ctype=all&crit=)
<ul style="list-style-type: none"> ■ No data was found on historic battlefields in the Borough.
<ul style="list-style-type: none"> ■ The quality and diversity of environmental and cultural assets is a key strength of the South West. (<i>Draft South West RSS 2006-2026, 2006</i>)
<ul style="list-style-type: none"> ■ World Heritage Sites, National Parks and Areas of Outstanding Natural Beauty cover over a third of the region and the coastline, over 1,130 kilometres in length, is extensive and internationally renowned; for example the recently designated Jurassic Coast World Heritage Site.

9.0 AIR QUALITY

- 9.1 Air Quality in the Borough of Swindon is generally good with **no Air Quality Management Areas (AQMA) required**. Each year, Swindon Borough Council produces a Local Air Quality Progress Monitoring Report setting out both the monthly recorded levels and the annual mean values of seven pollutants (Benzene, 1,3 Butadiene, Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter, Sulphur Dioxide) at 23 sites around the Borough. Previous screening & assessment exercises, undertaken in the years 2000 & 2003, have not indicated any likelihood of any of the objective standards being breached at relevant locations within the Borough and consequently no AQMAs have been established.
- 9.2 Potential risk has only arisen in very limited areas where occupied houses can be found within about a metre of a busy road. Table 1 presents the annual average nitrogen dioxide levels recorded at the 18 sites across the Borough since 2000. It can be seen that only two sites have highlighted potential risk: Kingshill and the Bus Station. As a result of these figures, in-depth additional monitoring was undertaken at Kingshill for one year. Over that time the recorded levels returned to below the required threshold.

Table 1: Nitrogen Dioxide Annual Mean Values at Swindon Sites

Site	Nitrogen dioxide in milligram's per cubic metre (figures in bold exceed the relevant threshold)					
	2000	2001	2002	2003	2004	2005
1	33.1	30.73	30.77	32.55	31.12	29.1
2	22	20.8	19.57	19.85	18.53	16.6
3	21.9	22.53	23.64	23.49	23.34	21.0
4	23.7	21.63	20.91	20.13	22.45	20.3
5	42.1	35.64	42.44	35.15	36.71	31.5
6	36.9	32.27	30.3	32.72	33.96	28.3
7	24	24.74	24.37	23.6	22.97	20.3
8	32.8	27.19	25.64	29.95	34.33	29.9
9	20.2	19.63	22.54	20.06	19.33	16.5
10	33.6	32.46	30.12	34.95	35.3	36.3
11	26.9	24.85	23.89	25.7	23.93	24.1
12: Bus Station	43.8	44.57	42.38	48.07	47.43	43.8
13	34.2	31.14	33.87	35.49	36.03	34.1
14: Kingshill Road	48.7	43.33	42.05	47.53	38.56	37.4
15	44.5	36.43	39.32	35.03	32.39	29.8
16	39.7	31.52	28.81	34.69	32.4	34.0
17	34.2	34.37	32.55	35.86	29.03	27.1
18	41.3	34.8	37.52	38.22	34.44	36.5

- 9.3 In 2004, the Council's Citizen Panel conducted a survey amongst local residents and respondents were asked to think about pollution in their

area. Approximately two thirds of respondents felt there was no problem with either air or noise pollution, however there were individual concerns in certain areas. Approximately 10% of respondents thought low levels of pollution were important for a good quality of life and 11% thought pollution levels needed improving in Swindon.

EVOLUTION OF THE BASELINE WITHOUT THE TRANSPORT STRATEGY

- 9.4 Whist increased development may lead to more congestion and as such raised pollution levels, current trends on NO₂ levels indicate that levels of pollution will continue to decrease.

HOW THE TRANSPORT STRATEGY COULD IMPROVE THE SITUATION

- 9.5 The Transport Strategy could benefit air quality by:
- Encouraging the use of public transport
 - Modifying the road network to free up traffic congestion
 - Encouraging public transport vehicles to be low emission and use alternative fuels such as LPG;
 - Promoting park and ride schemes and changes to car parking locations that can divert traffic out of the town centre; and
 - Using advanced traffic control systems can control junctions and reduce traffic in the most polluted areas based on live pollution monitoring

Updated Baseline

■ Swindon was in the top 6 authorities in the South West region for industry and commercial emissions, domestic, road transport and total end user emissions. Swindon had the most emissions coming from Domestic in Wiltshire. (*South West Observatory, 2010* <http://www.swenvo.org.uk/south-west-local-profiles/wiltshire-profiles/swindon/>)

- 2006 data (<http://www.swindon.gov.uk/environment/environmentalprotection/streetsmart-airqualityandpollution.htm>):
- Carbon monoxide – Not currently being monitored by the authority.
 - Benzene - No exceedences of the Air Quality standards were recorded at any of the sites during 2004. The 2010 background Benzene concentration in the Swindon area is expected to be below 2ug/m³, which is within the objective levels.
 - 1,3 Butadiene - Concentrations of 1,3 Butadiene are continuously measured at 5 National Network sites. No exceedences of the Air Quality standard were recorded at any of the sites in 2004.
 - Lead - Results generally indicate no exceedences of the objectives, although locations in close proximity to non-ferrous metal productions and foundry processes were deemed at risk and further monitoring is occurring.
 - Nitrogen Dioxide - An analysis of the roadside NO₂ concentrations has shown the contribution of road transport to NO₂ emissions in urban areas, which are generally higher than the national average.

<ul style="list-style-type: none">○ Annual mean NO₂ concentrations show significantly smaller downward trends than NO_x concentrations because of both limitations on chemical production and increased emissions of NO₂.
<ul style="list-style-type: none">■ The 2009 Swindon Local Air Quality Management report measured seven pollutants at 26 sites: NO₂ concentrations were found to be exceeding the objective of 40µg/m³ at seven sites with only two sites close to reaching the objective.■ All other pollutants were not exceeding their objectives.■ Twelve of the sites were found to have had a significant increase in NO₂ concentration since the 2006 report and had been assessed as sites of concern.■ The number of diesel trains passing through Swindon station (approx. 189 per day) could be of potential concern due to the NO₂ emissions produced.■ This figure (189 diesel trains per day) is, however, below the 300 per day mark set out in the DEFRA Local Air Quality Management Technical Guidance (LAQM.TG(09)) (<i>Swindon Local Air Quality Management, Updating and Screening Assessment, 2009</i>)
<ul style="list-style-type: none">■ The effect of atmospheric pollution on designated biodiversity interests in the Borough is not considered to be significant in the context of the Habitats Regulations, however with future development there is the potential for an increase in Nitrogen Dioxide (NO₂) pollution from road and transport sources in close proximity to areas of biodiversity (<i>Swindon Core Strategy HRA Appropriate Assessment, 2009</i>)
<ul style="list-style-type: none">■ Swindon is one of the locations being used for an innovative scheme called 'Car Share'. It was set up as a joint venture between Wiltshire County Council and a private organisation which now has over 200,000 members registered. It is a carpool or ride-sharing scheme, seeking to link people willing to share transport (<i>Swindon Local Air Quality Management, Updating and Screening Assessment, 2009</i>)

10.0 CLIMATIC FACTORS

- 10.1 Warming of the global climate system is unequivocal, with global average temperatures having risen by nearly 0.8 °C since the late 19th century, and rising at about 0.2 °C/decade over the past 25 years. There is more than a 90% probability that man-made greenhouse gas emissions caused most of the observed temperature rise since the mid 20th century.
- 10.2 Current projections for the UK suggest that in addition to the temperature increases and changes in rainfall with wetter winters with more storms and longer, drier and hotter summers, there is likely to be more flooding as dry soils are unable to absorb the heavier downpours.
- 10.3 The main environmental focus for the transport sector has been to

reduce the carbon emissions that reduce air quality and contribute to climate change.

- 10.4 Road transport accounts for over 20% of total UK emissions of Carbon Dioxide (CO₂) -a major contributor to climate change. Voluntary EU agreements with motor manufacturers will reduce the CO₂ emissions from individual cars but as traffic levels are predicted to continue increasing, road transport will continue to be a significant contributor to greenhouse gas emissions.
- 10.5 In Swindon, the Council asks businesses where possible to encourage employees to swap the car for a more sustainable mode of transport. Where this is impractical businesses are encouraged to participate in other initiatives such as changing the fuel their fleet uses, setting up a car sharing scheme, or working towards becoming "carbon neutral" by planting trees on site to compensate for necessary car trips. This is particularly useful for public organisations such as hospitals and police stations that use motorised vehicles for operational commitments.
- 10.6 Schools are asked to participate by walking or cycling more. A number of initiatives and schemes are actioned on a regular basis both locally and nationally to help schools to achieve this. Those who have to travel greater distances are asked to use the bus, car-share or take advantage of "park and walk" locations.

[Section on renewable energy removed as it was not relevant to LTP3.](#)

EVOLUTION OF THE BASELINE WITHOUT THE TRANSPORT STRATEGY

- 10.7 Continued development of Swindon town without supporting infrastructure in place will lead to a congested city, increasing CO₂ emissions and making a larger overall contribution to climate change. Urban development will increase the number of journeys in and out of the town. Opportunities to promote more fuel efficient transport will be missed. It is also likely that walking and cycling will not be such an attractive alternative to the private car.

HOW THE TRANSPORT STRATEGY COULD IMPROVE THE SITUATION

- 10.8 The Transport Strategy could reduce carbon emissions by:
- By reducing the need to travel to facilities;
 - By encouraging and facilitating sustainable forms of travel such as walking, cycling and public transport
 - Where less CO₂ intensive options are not practicable, encourage car sharing
 - through the provision of infrastructure that promotes low carbon transport; and
 - Sustainable design such as solar power bus stops and car park ticketing machines

Updated Baseline

- Swindon produced 1,761kt of end user CO₂ in 2007, the 2nd highest for a local authority in Wiltshire.
 - Between 2005 and 2007, end user CO₂ emissions decreased in Swindon by 2%, from 1,794 kt to 1,761kt.
 - The highest proportion of end user emissions in Swindon in 2007 was Industry and Commercial, accounting for 47.5% (836 kt), followed by Road Transport with 26.3% (463 kt).
- (South West Observatory, 2010 <http://www.swenvo.org.uk/south-west-local-profiles/wiltshire-profiles/swindon/>)

- Climate projections for the South West (UKCP09): Indicate an increase in mean temperature of 4 degrees (90% probability) by 2099 under a low emissions scenario, 5 degrees (90% probability) under a medium emissions scenario and over 6 degrees (90% probability) under a high emissions scenario. (<http://ukclimateprojections.defra.gov.uk/content/view/1554/499/>)

11.0 HUMAN HEALTH

11.1 Improving health and helping people to lead healthier lifestyles involves addressing a range of conditions that affect health, including exercise, diet, smoking and misuse of drugs and alcohol. Living conditions and the environment in which people live can also affect health and this includes accessibility of local health services, availability and education of healthy foods and affordable heating in homes.

11.2 Some key facts regarding health in the Borough, taken from the Community Strategy for Swindon, are as follows: 2011, of whom 1,500 will be over 75.

- The death rate in the Borough for all diseases is similar to that nationally, but the deprived wards have a higher rate compared with other wards;
- Those living in Parks, Penhill and East Walcot are most likely to be unemployed, have fewer academic and professional qualifications, describe their health as not good, have higher rates of teenage pregnancy and not have central heating in their homes;
- There are higher rates of malignant melanoma (skin cancer) in men in the Borough, compared with those in the southwest of England;
- The death rates from cancer are the highest in Wiltshire, however the numbers are small;
- A quarter of the Borough's year-10 pupils (14 to 15 year olds) regularly smoke once a week;
- Teenage conception rates in the Borough remain higher than the national average;

- There is a rising rate of sexually transmitted infections in the Borough, similar to that nationally; and
- The number of people over 65 in the Borough is set to rise by another 4,000 by 2011, of whom 1,500 will be over 75

11.3 The birth rate in Swindon is higher than both the region and the UK, and the death rate is lower, although life expectancy in the Borough is lower than average levels as shown in Table 3.

Table 3 -Birth rate, death rate and life expectancy in Swindon Borough

	Swindon	South West	UK
Live Birth Rate (per 1000 people)	12.4	9.9	11.3
Death Rate (per 1000 people)	8.8	11.0	10.2

11.4 In Swindon Borough there is variation in the levels of health and in the factors determining health, but in general, people are less health deprived than those in England as a whole.

SPORT AND RECREATION

11.5 Swindon Sports Services provides a range of sports at 12 leisure centres both in and around Swindon. There are also a wide range of private leisure facilities including health and fitness clubs and cinemas available within the Borough. There are also over 150 parks and open spaces. These facilities serve a wider community than just those who live within the borough. Approximately 2,000 people in Swindon are in Employment related to sport.

11.6 It is anticipated that the partial restoration of the Wilts & Berks Canal through the Southern Development Area, in conjunction with the Wilts & Berks Canal Trust, will be a major recreational resource in years to come. New areas of Great Western Community Forest planting will not only help to enhance the environment but also have the potential to become significant recreational assets for local residents.

11.7 An important strategy promoting social inclusion is the Physical Activity and Sports Strategy, Swindon United, prepared by Swindon Borough Council. It stresses the case for increasing participation in physical activity and sport to bring positive effects in human health, increasing social inclusiveness and building stronger communities. The strategy encourages opportunities for social contact and involvement, particularly in those areas of the Borough identified as being multiply deprived.

11.8 Swindon has very high levels usage of its sports facilities, but with a population expected to rise to over 210,000 by 2020 there will be a

need to expand the facilities available. Swindon also has a high proportion of 16-29 year olds and high suicide rates in young men creating a need for relevant activity, particularly for those with mental health problems and a the highest incidence of coronary heart disease in the south west, requiring a higher percentage of the population to take part in the recommended level of weekly exercise.

CRIME

- 11.9 Crime and the fear of crime are being addressed through Swindon's Crime and Drugs Reduction Strategy 2005-2008, developed by the Community Safety Partnership. This strategy sets out four themes, reflecting areas of most concern voiced by Swindon residents:
- Reducing anti social behaviour
 - Reducing violent crime
 - Reducing misuse of drugs; and
 - Reducing victimisation.
- 11.10 The Wiltshire and Swindon Police Force area has one of the lowest rates of recorded crime in England and Wales. However, concerns about crime, anti social behaviour and drug misuse are widespread across the Borough. A public survey in 2003 showed that Swindon residents put 'a low level of crime' in first position when asked what makes somewhere a good place to live and also rated it number one as the thing that most needs improving.
- 11.11 Physical activity is one of the cornerstones of a healthy lifestyle. Regular physical activity benefits many aspects of health whether it is through participation in sport, play, physical education, walking, cycling, or exercise. However, six out of 10 men and seven out of 10 women in England are not active enough to benefit their health. Public health professionals can do a great deal to help make opportunities for physical activity more accessible to all sections of society.

ROAD SAFETY

- 11.12 Making road use safer, particularly for vulnerable road users is a major objective of the Transport Strategy. In the past, road safety schemes have tended to concentrate on preventing the occurrence of injury but more emphasis is now also being given to ensuring that people feel they can move around safely as pedestrians.
- 11.13 In 2000, the Government published a safety strategy in *Tomorrow's Roads Safer for Everyone*. By 2010, the aim is to achieve, compared with the average for 1994-98:
- A 40% reduction in the number of people killed or seriously injured (KSI) in road accidents;
 - A 50% reduction in the number of children killed or seriously injured (children are defined as being those aged under 16); and

- A 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

11.14 Compared with the 1994–98 average baseline, in 2006:

- The number of people killed or seriously injured was 33 per cent below the baseline;
- The number of children killed or seriously injured was 52 per cent below the baseline;
- The slight casualty rate was 28 per cent below the baseline

11.15 Tables 4, 5 and 6 provide a comparison of casualty rates in Swindon and Wiltshire using the current data from the Department for Transport.

- The number of people killed was 11 per cent below the 1994–98 baseline
- The number of children killed was 35 per cent below the 1994–98 baseline; and
- In this period the traffic has risen by an estimated 15 per cent

Table 4 -Casualties in Wiltshire and Swindon by road user type and severity: 2006

	Population	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users			
		KSI	ALL	KSI	ALL	KSI	ALL	KSI	ALL	CHILD KSI	ALL KSI	SLIGHT	ALL SEVERITIES
Wiltshire	635,326	53	191	16	164	81	247	25	1,936	35	430	2,250	2,680
Wiltshire(excl UA)	448,711	40	125	10	93	56	157	22	1,459	31	351	1,597	1,948
Swindon	186,615	13	66	6	71	25	90	34	477	4	79	653	732

Table 5 – Casualties in Wiltshire and Swindon by road user type and severity: 1994– 98 average

	Population	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users			
		KSI	ALL	KSI	ALL	KSI	ALL	KSI	ALL	CHILD KSI	ALL KSI	SLIGHT	ALL SEVERITIES
Wiltshire	N/A	72	293	38	239	88	300	26	2,326	50	487	2,899	3,386
Wiltshire(excl UA)	N/A	49	191	25	145	65	200	22	1,841	33	389	2,163	2,551
Swindon	N/A	23	102	13	94	23	101	35	485	16	98	736	834

Table 6 – Percentage change in casualties between the 1994-98 average and 2006 records in Wiltshire and Swindon by road user type and severity

	Population	Pedestrians		Pedal Cyclists		Motorcycle users		Car users		All road users			
		KSI	ALL	KSI	ALL	KSI	ALL	KSI	ALL	CHILD KSI	ALL KSI	SLIGHT	ALL SEVERITIES
Wiltshire	N/A	-26.4	-34.8	-57.9	-31.4	-8.0	-17.7	-0.4	-16.8	-30.0	-11.7	-22.4	-20.9
Wiltshire(excl UA)	N/A	-18.4	-34.6	-60.0	-35.9	-13.8	-21.5	-0.0	-20.7	-6.1	-9.8	-26.2	-23.6
Swindon	N/A	-43.5	-35.3	-53.8	-24.5	8.7	-10.9	-2.9	-1.6	-75.0	-19.4	-11.3	-12.2

11.16 Table 6 shows that there has been a reduction of over 50% in the number of pedal cyclists killed or seriously injured in Swindon compared

to the 1994-98 average (there was a 34.5% reduction for all of Great Britain) and a 75% reduction in children killed or seriously injured across all road users compared to the 1994-98 average. However the figures for car users are not so favourable, with a 2.9% reduction in people killed or seriously injured and a 1.6% reduction in overall casualties, compared to 38.7% and 15.9% for Great Britain respectively.

EVOLUTION OF THE BASELINE WITHOUT THE TRANSPORT STRATEGY

- 11.17 Without the transport strategy current trends in accidents rates are expected to continue. Future development will put an increased demand on sports and leisure facilities. Current trends in health and crime levels are expected to continue.

HOW THE TRANSPORT STRATEGY COULD IMPROVE THE SITUATION

- 11.18 The Transport Strategy could improve human health in Swindon by:
- Facilitating healthier lifestyles by creating an environment that encourages walking and cycling
 - Improving road safety for all road users
 - Reducing crime through well designed road lighting and appropriate tree and shrub planting; and
 - Reduction in crime in car parks through measures such as vision splays, mirrors and light coloured wall finishes

Updated Baseline
<ul style="list-style-type: none"> ■ General health – people who listed their health as ‘not good’ – 8%, South West: 9% (AMR 2008-2009)
<ul style="list-style-type: none"> ■ 2001 Census showed an average of 61.74% of people in the most deprived areas describe their general health as ‘Good’, compared to 78.26% in the least deprived areas. 11.58% of people in the most deprived areas described their general health as ‘Not Good’, compared with just 5.2% in the least deprived areas
<ul style="list-style-type: none"> ■ Life expectancy (AMR 2008-2009) <ul style="list-style-type: none"> ○ Males – 77.7 (2006-2008), South West: 79.0 (2006-2008) ○ Females – 82.1 (2006-2008), South West 83.1 (2006-2008)
<ul style="list-style-type: none"> ■ Proportion of residents who feel safe when outside in their local area (AMR 2008-2009); <ul style="list-style-type: none"> ○ During the day: 88% (2008), 85% (2006) ○ At night: 47% (2008), 35% (2006) ■ Offences per 1000 population <ul style="list-style-type: none"> ○ 93.6 (2008-2009) ○ 100.8 (2007-2008)
<ul style="list-style-type: none"> ■ Wiltshire and Swindon have some of the lowest rates of recorded

<p>crime in England and Wales (<i>Swindon Core Strategy & Development Management Policies - Proposed Submission Document, Sustainability Appraisal incorporating Strategic Environmental Assessment, 2009</i>)</p>
<ul style="list-style-type: none">■ Usage figures for Council-run leisure centres are approaching 3 million (<i>Active Swindon Strategy 2009-2015, 2009</i>).
<ul style="list-style-type: none">■ Between 2005/2006 and 2009 there has been a 4% rise in adult participation in recreation levels against the national target of 1% per year (<i>Active Swindon Strategy 2009-2015, 2009</i>).
<ul style="list-style-type: none">■ The Swindon School Sports Partnership have helped to increase the number of 5-16 year olds taking part in at least 2 hours of sport from 65% in 2006 to 86% in 2009 (<i>Active Swindon Strategy 2009-2015, 2009</i>).
<ul style="list-style-type: none">■ Nationally, Only 37% of men and 24% of women are sufficiently active to gain any health benefit. Three in ten boys and four in ten girls aged 2 to 15 are not meeting the recommended levels of physical activity.■ Physical inactivity, along with unhealthy diets, has contributed to the rapid increases in obesity in both adults and children with 22% of men and 23% of women in England now obese.■ Low levels of physical activity are associated with household income with lower income groups more likely to have low activity levels.■ 19.1 percent of primary school children in Swindon are obese – this is higher than the national average of 18.3 percent (<i>Active Swindon Strategy 2009-2015, 2009</i>).

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