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Environmental Statement

Interim Environmental Report (IER) Volume 1, Chapter 12: Transport and Access

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12 Transport and access

12.1 Introduction

12.1.1 This chapter of the Environmental Statement (ES) presents the findings of the Environmental Impact Assessment (EIA) of effects on the environment with respect to transport and access as a result of the Scheme.

12.1.2 This chapter identifies and proposes measures to address the potential impacts and likely significant effects on the environment with respect to transport and access during the construction, operation and maintenance, and decommissioning phases.

12.1.3 The information presented within this chapter has been informed by the Scheme information and description provided in Volume 1, Chapter 2 Scheme description.

12.2 Scope of the assessment

12.2.1 Chapter 10 of the Environmental Impact Assessment Scoping Report[1] identifies the likely significant effects that could arise as a result of the Scheme, on transport and access receptors, for the construction, operational, and decommissioning phases.

12.2.2 Through the adoption of the Scoping Opinion[2], the Secretary of State has confirmed that the transport and access assessment must assess the scope set out in Table 12-1.

Table 12-1 Transport and access topics scoped in / out

Topic	Scoped in / out			Justification
	Construction phase and panel/battery replacement	Operation phase (routine maintenance)	Decommissioning phase	
Construction Traffic Generation	Scoped in	N/A	N/A	Construction activity will generate the greatest number of vehicle movements. The ES will assess Heavy Goods Vehicle (HGV), Light Goods Vehicle (LGV) and Abnormal Indivisible Load (AIL) trip generation, peak-period flows, arrival patterns, and associated impacts. Following receipt of the Scoping Opinion, no further changes to the scope above are proposed
Construction Vehicle Routing	Scoped in	N/A	N/A	The ES will assess the suitability of proposed access routes, including effects on local settlements, sensitive receptors, and interaction with the Local Road Network (LRN).Following receipt of the Scoping Opinion, no further changes to the scope above are proposed.
Effects on the Local Road Network (LRN)	Scoped in	N/A	N/A	Construction traffic may affect highway capacity, delay, road safety and driver stress on local roads. These effects will be assessed using baseline Automatic Traffic Count (ATC)/ Manual Classified Count (MCC) data and PIC data. Following receipt of the Scoping Opinion, no further changes to the scope above are proposed.
Impacts on Non-Motorised Users (NMUs)	Scoped in	N/A	N/A	Potential temporary effects on pedestrians, cyclists, equestrians, and vulnerable road users during construction will be assessed, including severance and road safety. Following receipt of the Scoping Opinion, no further changes to the scope above are proposed.

[1] Arrow Valley Solar Limited (2026) Arrow Valley Solar. Environmental Impact Assessment Scoping Report. Volume I: Main Report (Document Reference AVS-ATR-GEN-AA-DOC-ENV-000001, Rev. A). Planning Inspectorate Reference EN0110033.
Available at: https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN0110033-000002-20260327%20Arrow%20Valley%20EIA%20Scoping%20Report%20Volume%201%20Main%20Report%20Rev.%20A.pdf

[2] Planning Inspectorate (2026) Scoping Opinion: Proposed Arrow Valley Solar (Case Reference EN0110033). Adopted on behalf of the Secretary of State pursuant to Regulation 10 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, 7 May 2026.
Available at: https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN0110033-000010-Arrow%20Valley%20Solar%20Scoping%20Opinion.pdf

Topic	Scoped in / out			Justification
	Construction phase and panel/battery replacement	Operation phase (routine maintenance)	Decommissioning phase	
Impacts on Public rights of way (PRoW)	Scoped in	N/A	N/A	The ES will assess temporary disruption, diversions, safety considerations and route reinstatement for PRoW intersecting or adjoining the Sites. Following receipt of the Scoping Opinion, no further changes to the scope above are proposed.
Routine operational traffic and access effects	N/A	Scoped out	N/A	Routine operation involves only low-frequency maintenance visits using light goods vehicles; traffic levels expected below agricultural baseline and Institute for Sustainability and Environmental Professionals (ISEP) thresholds. Following receipt of the Scoping Opinion, no further changes to the scope above are proposed.
Non-routine operational maintenance	N/A	Scoped out	N/A	Non-routine maintenance will be infrequent and temporary; managed through Operational Environmental Management Plan (OEMP) measures equivalent to construction mitigation. Following receipt of the Scoping Opinion, no further changes to the scope above are proposed.
Operational replacement of solar panels and battery units	N/A	Scoped in	N/A	Replacement of solar panels and battery units will generate fewer vehicle trips through construction. Similar measures to those outlined in the Construction Traffic Management Plan (CTMP) will be in place for the replacement phase. Following receipt of the Scoping Opinion these matters are now scoped into the assessment.
Decommissioning	N/A	N/A	Scoped out	It is assumed that the assessment of the Construction Phase would already present the worst-case in Transport and access terms and capture all effects associated with the Decommissioning Phase. On that basis a separate assessment of the Decommissioning Phase is scoped out. Following receipt of the Scoping Opinion, no further changes to the scope above are proposed.

12.3 Consultation

Consultation to date

12.3.1 Table 12-2 provides a summary of all the consultation and engagement undertaken to date relevant to this assessment:

Table 12-2 Consultation to date

Stakeholder	Date Consulted	Issue consulted on	Addressed in the ES
British Horse Society (BHS)	13/06/2026 – Email	Additional Comments received on scoping. The BHS raised concerns regarding construction traffic impacts on equestrians and other PRoW users, the safety of horse riders where construction traffic routes intersect PRoWs and local roads, and the need for suitable mitigation and engagement measures to safeguard equestrian access and rider safety during construction.	Risk assessments relating to access for equestrians and other PRoW users, the management of construction traffic to mitigate risks to vulnerable road users (including equestrians), and construction traffic access arrangements designed with equestrian safety in mind have been factored into the assessment. Mitigation measures proposed through the CTMP and PRoW Management Plan include construction traffic routing and signage, management of construction vehicle arrivals and departures, provision of banksmen at PRoW crossings, 10mph speed limits across PRoW crossing points, driver protocols requiring vehicles to give way to equestrians, temporary warning signage, and reinstatement of any damaged PRoW surfaces. AIL movements will be managed through agreed traffic management arrangements and route assessments to ensure suitable access routes are used.

12.3.2 In addition to the consultation which has already taken place to date, the Applicant is in the process of arranging consultation with the Local Highway Authorities (LHAs) and National Highways (NH), to discuss traffic access routes and access points. Any feedback received from the LHAs and NH will be considered as part of further assessment work, prior to the final submission of the ES. This includes a potential reconsideration of the study area, depending on the Scoping Opinion of the LHAs and NH.

12.4 Legislation, policy, and guidance

Legislation

12.4.1 The below listed legislation has been considered in the transport and access assessment. Volume 3, Appendix 12.1 Legislation, policy and guidance relevant to the transport and access assessment, provides further detail on how the below listed legislation has informed the transport and access assessment:

- Highways Act 1980[3];
- New Roads and Street Works Act 1991 (NRSWA)[4]; and
- Traffic Management Act 2004[5];

Policy

12.4.2 The below listed policy has been considered in the transport and access assessment. Volume 3, Appendix 12.1 Legislation, policy and guidance relevant to the transport and access assessment, provides further detail on how the below listed policy has informed the transport and access assessment:

- Overarching National Policy Statement (NPS) for Energy (EN-1)[6];

[3] Highways Act 1980. Available at: https://www.legislation.gov.uk/ukpga/1980/66
[4] New Roads and Street Works Act 1991. Available at: https://www.legislation.gov.uk/ukpga/1991/22
[5] Traffic Management Act 2004. Available at: https://www.legislation.gov.uk/ukpga/2004/18
[6] Department for Energy Security and Net Zero (2026) Overarching National Policy Statement for Energy (EN-1). Available at: https://www.gov.uk/government/publications/overarching-national- policy-statement-for-energy-en-1-2025

- NPS for Renewable Energy Infrastructure (EN-3)[7];
- NPS for Electricity Networks Infrastructure (EN-5)[8] ;
- National Planning Policy Framework (NPPF) 2026[9] ;
- Department of Transport (DfT) Circular 01/2022: The Strategic Road Network and Delivery of Sustainable Development[10];
- Pollution Prevention Guidelines (PPG): Travel Plans, TAs and Statements 2014[11].
- Warwickshire County Council (WaCC) – Local Transport Plan (LTP)[12];
- Stratford-upon-Avon Area Transport Strategy 2018[13];
- Stratford-on-Avon District Council (SoADC) Core Strategy 2011–2031[14];
- South Warwickshire Local Plan (SWLP) 2026 (emerging policy)[15];
- Redditch Borough Council (ReBC) Local Plan No4 (Jan 2017)[16];
- ReBC High Quality Design Supplementary Planning Document (SPD) (June 2019)[17];
- Worcestershire County Council (WoCC) – Local Transport Plan (LTP4)[18]; and
- Pebworth Parish Neighbourhood Plan (2019)[19] ;
- Bidford-on-Avon Neighbourhood Plan (2017)[20]; and
- Salford Seven Neighbourhood Development Plan (2015-2031)[21].

Guidance documents

12.4.3 The following guidance documents have been considered within the transport and access assessment:

- Planning Practice Guidance (PPG) (2024)[22];
- Design Manual for Roads and Bridges (DMRB) LA 104 Environmental Assessment and Monitoring[23] ; and
- Guidelines for the Environmental Assessment of Transport and Access published by Institute of Sustainability and Environmental Professionals (ISEP) (the ISEP Guidelines)[24].

12.5 Method of assessment

Establishing the baseline

Study area

12.5.1 In accordance with the ISEP Guidelines[24], the study area has been defined by identifying any link or location where it is considered that significant impacts and effects could occur as a result of the Scheme. This includes roads in the vicinity of construction compounds, site access points, and corridors expected to accommodate construction traffic. Roads on the LRN that are likely to be used for construction traffic movements have been incorporated. Roads on the Strategic Road Network (SRN), such as the A46, have not been incorporated, as it is not considered that the Scheme will have a significant impact on its operation, due to the high volume of traffic movements that it already experiences. The relative impact of the Scheme on the A46 will therefore be insignificant.

[7] Department for Energy Security and Net Zero (2026) National Policy Statement for Renewable Energy Infrastructure (EN-3). Available at: https://www.gov.uk/government/publications/national- policy-statement-for-renewable-energy-infrastructure-en-3-2025
[8] Department for Energy Security and Net Zero (2026) National Policy Statement for Electricity Networks Infrastructure (EN-5). Available at: https://www.gov.uk/government/publications/national-policy-statement-for-electricity-networks- infrastructure-en-5-2025
[9] Ministry of Housing, Communities and Local Government (2026) National Planning Policy Framework. Available at: https://www.gov.uk/government/publications/national-planning-policy-framework--2
[10] Department for Transport and National Highways (2022) Strategic road network and the delivery of sustainable development. Available at: https://www.gov.uk/government/publications/strategic- road-network-and-the-delivery-of-sustainable-development
[11] Ministry of Housing, Communities and Local Government, Ministry of Housing, Communities & Local Government (2018 to 2021) and Department for Levelling Up, Housing and Communities (2014) Travel Plans, Transport Assessments and Statements. Available at: https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements
[12] Warwickshire County Council (2023) Warwickshire's Local Transport Plan. Available at: https://www.warwickshire.gov.uk/localtransportplan
[13] Stratford on Avon District Council (2018) Stratford-upon-Avon Transport Strategy. Available at: https://www.stratford.gov.uk/doc/206646/name/draft%20stratford%20area%20transport%20strategy%20dec%202017.pdf
[14] Stratford-on-Avon District Council (2016) Core Strategy 2011-2031. Available at: https://www.stratford.gov.uk/corestrategy
[15] South Warwickshire Local Plan (emerging plan). Available at: https://www.southwarwickshire.org.uk/swlp/
[16] Redditch Borough Council (2017). Borough of Redditch Local Plan No. 4 (2011–2030). Available at: https://www.redditchbc.gov.uk/media/tbodcekr/adopted-borough-of-redditch-local-plan-no4- 2011-2030.pdf
[17] Redditch Borough Council (2019) High Quality Design Supplementary Planning Document. Available at: https://www.redditchbc.gov.uk/residents/planning-and-building-control/planning-legislative-changes-and-guidance/the-borough-of-redditch-high-quality-design-spd/
[18] Worcestershire County Council (2017) The Local Transport Plan. Available at: https://www.worcestershire.gov.uk/council-services/travel-and-highways/strategy-and-planning/local transport-plan
[19] Pebworth Parish Council, Pebworth Parish Neighbourhood Plan, Adopted Version, September 2019. Available at: https://www.wychavon.gov.uk/planning/planning-policy/neighbourhood-planning/pebworth-parish-neighbourhood-plan
[20] Bidford-on-Avon Parish Council, Bidford-on-Avon Neighbourhood Development Plan, July 2017. Available at: https://www.stratford.gov.uk/planning-building/bidford-on-avon-neighbourhood-plan.cfm
[21] Salford Priors Parish Council, Salford Seven Neighbourhood Development Plan 2015-2031, Made Version, July 2017. Available at: https://www.stratford.gov.uk/doc/208631/name/Made%20Version%20July%202017.pdf
[22] Ministry of Housing, Communities and Local Government (2016) Planning Practice Guidance. Available at: https://www.gov.uk/government/collections/planning-practice-guidance
[23] National Highways (2025) Design Manual for Roads and Bridges (DMRB) LA 104: Environmental Assessment and Monitoring. Available at: https://www.standardsforhighways.co.uk/dmrb
[24] ISEP (2023) Environmental Assessment of Traffic and Movement. Available at: https://www.iema.net/media/5mrmquib/iema-report-environmental-assessment-of-traffic-and-movement-rev07-july-2023.pdf AA

12.5.2 As part of this process, all potential temporary and permanent access points for the Order Limits have been included within the transport study area.

12.5.3 The Transport Study Area is shown in Volume 2, Figure 12.1 Study area. The roads included within this study area (in alphabetical order) are:

Principal A roads

- A422; and
- A46.

B roads

- B4035 Badsey Road;
- B4035 Bretforton Road;
- B4035 Weston Road;
- B4085 Cleeve Road;
- B4088; and
- B4088 Evesham Road

Local roads

- Buckle Street;
- School Road;
- Sheenhill Road;
- Shinehill Lane;
- Station Road;
- Welford Road; and
- Weston Road.

12.5.4 The Transport Study Area identified above relates to the Sites and the associated strategic and local highway routes anticipated to accommodate construction traffic.

12.5.5 The entirety of the Cable Route Corridor (CRC) is included within the geographic extent of the study area. A full assessment of the CRC has been undertaken, as presented in the Identification and Evaluation of Likely Effects Section. This includes an assessment of construction traffic generation, construction access arrangements, traffic routing, impacts on the local highway network, PRoW, sensitive receptors and Abnormal Indivisible Load (AIL) movements associated with the relevant CRC access locations and construction routes. The assessment will include the local highway network most likely to be affected by CRC construction traffic and the interaction of construction activities with nearby receptors where impacts could reasonably occur.

Desk study

12.5.6 The following sources of information have been used in the assessment of transport and access effects:

- Automatic Traffic Count (ATC) Surveys;
- Department for Transport (DfT) 'Road Traffic Statistics' Database;
- Personal injury accident data, obtained from Worcestershire County Council & Warwickshire County Council;
- Highway boundary information obtained from Worcestershire County Council & Warwickshire County Council;
- Ordnance Survey (OS) Mapping;
- Topographical surveys;
- Future engagement with the LHAs, and wider stakeholder engagement;
- In-person site visits; and
- Vehicle tracking and visibility splay drawings.

Surveys

12.5.7 ATC surveys were undertaken at 33 locations (Volume 2, Figure 12.3 Traffic count locations) across the Transport Study Area to establish baseline traffic flows and turning movements. The survey programme was intentionally extensive in scope, incorporating a large number of sites distributed across the local highway network surrounding the Order Limits. This level of coverage significantly exceeds that typically associated with comparable schemes and was designed to provide a comprehensive and representative understanding of existing travel patterns, traffic conditions and routing behaviour. The resulting dataset provides a robust evidence base for the assessment and will be discussed with the relevant local authorities as part of the ongoing planning and review process.

12.5.8 All surveys were conducted between 1 and 9 July 2026, an unconstrained neutral week to avoid the influence of public holidays, school holidays or atypical conditions. Whilst weather conditions during the survey period were warmer than seasonal averages, conditions remained dry and suitable for travel, and no abnormal restrictions on movement or network operation were recorded. The survey period therefore provides a representative snapshot of existing travel patterns for both vehicular and active travel users. Volume 3, Appendix 12.2 Automatic traffic count and classified turning count survey data provides further details of the survey methodology.

12.5.9 Two of the Automatic Traffic Count (ATC) survey locations experienced damage to the pneumatic survey tubes during the initial survey period, resulting in poor-quality data.

12.5.10 ATC-29 (B439 Evesham Road) & ATC-31 (B4510 Evesham Road) reported tube damage at approximately 07:00 on 02/07/2026 to 10:15 on 09/07/2026. To address this, the damaged equipment was repaired and the counters were reinstalled and reset to collect replacement data. An extended survey period was subsequently undertaken at the affected locations, successfully capturing a complete and representative dataset with no further equipment issues reported. The temporary survey equipment was removed from site following completion of the additional monitoring period on 17 July 2026.

Determining sensitivity

12.5.11 The assessment identifies the sensitivity of affected transport routes, considering the presence and location of sensitive receptors and route users. The determination of receptor sensitivity has been based on the criteria of value, adaptability and tolerance. In applying professional judgement, consideration has been given to the characteristics of the receiving environment, including the presence of residential properties and settlements, community facilities, public transport infrastructure, PRoW, pedestrian, cyclist and equestrian activity, road safety considerations, and other potentially sensitive user groups. Sensitivity has been categorised using professional judgement following the principles set out in Table 12-3.

12.5.12 Strategic routes that are designed to accommodate higher traffic volumes and generally have fewer sensitive receptors located adjacent to the highway are typically assigned lower sensitivity classifications. Conversely, roads passing through settlements, residential areas, locations used by non-motorised users, PRoW crossings, schools and other community facilities are generally assigned medium or high sensitivity classifications. The sensitivity of assessed highway links and receptors within the Transport Study Area is shown in Volume 2, Figure 12.2 Sensitivity of links/receptors.

Table 12-3 Definitions of sensitivity

Sensitivity	Typical Descriptors
High	Receptors of greatest sensitivity to traffic flows, such as schools, playgrounds, accident blackspots, retirement homes, areas with no footways with high pedestrian footfall, and congested areas.
Medium	Receptors with some sensitivity to traffic flow, such as Conservation Areas, listed buildings, tourist attractions, and residential areas.
Low	Receptors with low sensitivity to traffic flows, and those distant from affected roads.
Negligible	Receptors with no material sensitivity to traffic flows.

Impact assessment

Determining impact magnitude

12.5.13 For the assessment of the impacts of traffic, the ISEP guidelines states that the following two 'rules' should be followed:

- **Rule 1** – Include highway links where traffic flows will increase by more than 30% or where the number of HGVs will increase by more than 30%; and
- **Rule 2** – Include any other specifically sensitive areas where traffic flows have increased by 10% or more.

12.5.14 Rules 1 and 2 are used as a screening tool to determine whether a full assessment of effects is required for any identified highway link. Highway links which are identified as low or medium sensitivity have been considered against the Rule 1 threshold. Highway links which are identified as high sensitivity have been considered against the Rule 2 threshold. Where predicted changes in traffic flow fall beneath these levels, a full assessment of effects will not be required and no significant effects upon that highway link will occur.

12.5.15 Impact duration can also influence impact magnitude where a short-term impact can be considered of lower magnitude than a long term or permanent impact. Where professional judgement is applied, justification for any deviations from the criteria set out in the following sections have been provided. This ensures that all assessments are robust and transparent, with clear reasoning behind the conclusions.

12.5.16 Based upon the advice contained within the ISEP guidelines, Table 12-4 sets out the considerations for defining the magnitude of change.

Table 12-4 Impact magnitude criteria

Magnitude	Negligible	Minor	Moderate	Major
Severance of communities	<30%	30-60%	60-90%	>90%
Road vehicle driver and passenger delay	<30%	30-60%	60-90%	>90%
Non-motorised user delay	<30%	30-60%	60-90%	>90%
Non-motorised amenity	Change in traffic flow (or HGV component) less than 100%		Change in traffic flow (or HGV component) more than 100%	

Magnitude	Negligible	Minor	Moderate	Major
Fear and intimidation on and by road users	No step change from baseline	One step change from baseline (<400 vehicles)	One step change from baseline (>400 vehicles)	Two step changes from baseline
Road user and pedestrian safety	Defined from a review of Personal Injury Collision (PIC) data along highway links and the predicted changes in traffic flow			
Hazardous/large loads	Defined by an assessment of the suitability of the access routes to accommodate AIL			
Impact to PRoW	No diversions or amenity changes	Short-term diversion with minimal additional distance; slight amenity reduction	Diversions causing noticeable additional journey time; temporary severance; reduced amenity; potential safety concerns	Long-term closure or major diversion resulting in significant severance, substantial amenity loss, or elevated hazard

Determining effect significance

12.5.17 The significance of effects has been determined through professional judgement, taking account of the magnitude of the impact and the sensitivity of affected receptors, consistent with the principles set out within the IEMA Guidelines. To provide a transparent and consistent assessment framework, a significance matrix combining impact magnitude and receptor sensitivity has been adopted for this assessment. Table 12-5 shows the significance criteria applied.

12.5.18 Effects are deemed to be significant if they are assessed as being moderate, large or very large, whether adverse or beneficial. Slight or negligible effects are not considered to be significant.

Table 12-5 Significance of effect

Receptor sensitivity	Impact magnitude: No change	Negligible	Minor	Moderate	Major
High	No change	Slight	Moderate or Slight	Large or Moderate	Very large or Large
Medium	No change	Slight or Negligible	Slight	Moderate	Large or Moderate
Low	No change	Slight or Negligible	Slight or Negligible	Slight	Moderate or Slight
Negligible	No change	Negligible	Slight or Negligible	Slight or Negligible	Slight

12.6 Baseline conditions

Walking and cycling

Footways along highways

12.6.1 Due to the rural nature of many of the roads within the Transport Study Area, pedestrian infrastructure is generally limited and fragmented. The principal pedestrian facilities within the highway network of the Transport Study Area are summarised below.

Site 1

12.6.2 There are no footways present along the majority of the B4088 (Evesham Road) within the vicinity of the Site. An exception is a short section of footway on the western side of the carriageway serving Avonvale Miniature Railway, Hillers Farm Shop and adjacent commercial properties. Partial footway provision is also present on sections of Alcester Road near its junction with Village Road and alongside parts of the A442, although these facilities are intermittent in nature. There are no dedicated pedestrian facilities along Morton Wood Lane or on the surrounding rural roads serving the Site.

Site 2

12.6.3 The unnamed road located north of Dunnington and west of the A46 contains a short section of footway on its northern and western extents. Several bridges crossing the A46 provide pedestrian accommodation; however, these routes are generally isolated and do not form part of a continuous walking network. Within Wixford, footway provision is available along sections of the main carriageway through the village.

12.6.4 Similar pedestrian facilities are present along parts of High Street within Broom. The B4088 provides footway provision along sections of its western side, principally within built-up areas. Tothall Lane contains limited pedestrian facilities, including footways on parts of the northern side and adjacent to residential frontages on its eastern side. Elsewhere, pedestrian infrastructure is generally absent and disconnected. School Road provides footway provision along its northern side towards Salford Priors. There are no dedicated pedestrian facilities along the A46 within the Transport Study Area. Evesham Road benefits from extensive footway provision, particularly along its western section. Footways are also provided on both sides of the carriageway through the villages of Norton and Harvington.

Site 3

12.6.5 Footway provision is available within the village of Cleeve Prior; however, pedestrian infrastructure along the B4085 Cleeve Road is limited until the hamlet of Marcliff. Similarly, there is limited footway provision along Welford Road until the village of Barton, Honeybourne Road provides a relatively continuous footway along its eastern side extending towards Bidford-on-Avon. There are no dedicated pedestrian facilities along Buckle Street or most of the surrounding local roads serving this area.

Site 4

12.6.6 Shinehill Lane benefits from a substantial length of footway along its northern side. Additional pedestrian facilities are present on Blacksmiths Lane and throughout South Littleton, where a more continuous pedestrian network is available. The B4035 (between Badsey Road, Bretforton Road and Weston Road) benefits from substantial pedestrian footway provision, particularly along the northern side of the carriageway, with footways present on both sides of the road through the residential areas of Badsey and Bretforton.

Public Rights of Way

12.6.7 There are 77 Public Rights of Way (PRoW) that run through the study area. These are shown on Volume 2, Figure 12.6 Public Rights of Way interacting with the Order Limits, The name codes and reference IDs of the PRoWs are shown in Table 12-6.

Table 12-6 Public Rights of Way interacting with the Order Limits

Reference ID	Name code	Reference ID	Name code
1	653(C)	41	AL42
2	628(C)	42	AL14
3	711(B)	43	543(C)
4	788(B)	44	542(C)
5	791(B)	45	AL15
6	720(C)	46	557(B)
7	806(C)	47	558(B)
8	517(C)	48	556(B)
9	519(C)	49	AL17a
10	526(C)	50	AL1
11	532(C)	51	AL188
12	646(C)	52	AL12
13	647(C)	53	AL12
14	651(C)	54	AL18a
15	675(B)	55	AL11
16	652(C)	56	AL17
17	667(C)	57	AL176
18	657(B)	58	514(B)
19	AL184	59	518(B)
20	697(C)	60	527(C)
21	700(B)	61	528(C)
22	503(C)	62	SD34a
23	521(C)	63	AL25
24	AL43	64	534(B)
25	AL43	65	529(B)
26	AL184	66	535(C)
27	AL43	67	544(C)
28	AL183	68	505(C)
29	524(C)	69	500(C)
30	520(C)	70	510(C)
31	538(C)	71	506(C)
32	539(C)	72	502(C)
33	537(C)	73	594(B)
34	544(C)	74	550(C)
35	533(C)	75	513(C)
36	AL186	76	509(C)
37	AL17	77	511(C)
38	AL16		

Reference ID	Name code	Reference ID	Name code
39	AL16a		
40	555(B)		

12.6.8 In total, there are 77 separate PRoW which intersect with the Order Limits. There are 38 PRoW intersections within the Sites, and 47 PRoW intersections within the CRC (note that there are instances where an individual PRoW intersect both the Sites and the CRC).

Cycling

12.6.9 Cycling infrastructure within the Transport Study Area is limited and is primarily concentrated within the larger settlements surrounding the Order Limits. Most roads within the Transport Study Area comprise rural routes where cyclists are required to travel on-carriageway.

12.6.10 The National Cycle Network (NCN) passes in proximity to the Order Limits, particularly in the vicinity of Site 3 at Honeybourne, where it intersects with one of the proposed construction access routes.

12.6.11 NCN Route 442 is located to the south of the Order Limits and operates in two sections. The western section follows the Cotswold Line corridor between Worcester and Evesham via Pershore, whilst the eastern section connects Honeybourne with Hanborough in Oxfordshire.

12.6.12 NCN Route 41 also passes through Honeybourne and the wider area. This strategic long-distance route, when complete, will provide connections between Bristol, Gloucester, Stratford-upon-Avon and Rugby. Near Honeybourne, Route 41 diverges from Route 442 and continues north-east towards Pebworth and Long Marston.

12.6.13 Aside from the National Cycle Network routes described above, there are no significant dedicated cycle facilities within the Transport Study Area, and cyclists generally utilise the existing highway network.

Recreational routes

12.6.14 There are several long-distance recreational walking routes within and surrounding the Order Limits, including several routes that pass through parts of the Order Limits. These include the key PRoW identified through ongoing stakeholder consultation:

- Heart of England Way: A nationally recognised long-distance walking route extending approximately 160 km (100 miles) through the Midlands. The route runs between Cannock Chase in Staffordshire and Bourton-on-the-Water in Gloucestershire, traversing varied rural landscapes and connecting several settlements across Staffordshire, Warwickshire and Gloucestershire. This route crosses sub-Site 3(g) as it reaches the village of Barton in Warwickshire, near Bidford-on-Avon.
- Millennium Way: A long-distance recreational footpath of approximately 160 km (100 miles) linking Pershore in Worcestershire with Middleton Cheney in Northamptonshire. The route passes through a diverse range of countryside and settlements, providing an important strategic walking corridor across the wider region. This route crosses CRC1 near the village of Holberrow Green in Worcestershire, approximately 2.5 km south-east of Feckenham.
- Shakespeare's Avon Way (part of the Macmillan Way network): A long-distance route of approximately 148 km (92 miles) following the River Avon from its source near Naseby in Northamptonshire to its confluence with the River Severn at Tewkesbury. The route primarily utilises existing public rights of way and passes through a number of historic settlements, including Warwick, Stratford-upon-Avon and Evesham, closely following the river corridor throughout much of its length. This route crosses the CRC3 between sub-Sites 2(e) and 3(a) as it approaches the hamlet of Marlcliff near Bidford-on-Avon.

Public transport

Bus

12.6.15 A number of local bus services operate within the wider Transport Study Area, providing connections between Evesham, Alcester, Stratford-upon-Avon, Redditch, Honeybourne, Inkberrow and surrounding settlements. The bus network is generally concentrated within the larger settlements and villages, with more limited provision available on the rural roads immediately adjacent to the Sites. The principal bus services identified within the Transport Study Area are summarised in Table 12-7.

Table 12-7 Bus services within the Transport Study Area

Route number	Nearest bus stop	Nearest site	Route
28	Bidford-on-Avon, Harbour Close	Site 2 & 3	Stratford-upon-Avon – Bidford-on-Avon – Salford Priors – Harvington – Evesham
247 (247A/ 247S)	Fish Inn, Wixford	Site 2	Redditch – Studley – Alcester – Wixford – Bidford-on-Avon – Cleeve Prior – Evesham
552	Long Lartin Prison, South Littleton	Site 4	Evesham – Offenham – South Littleton – Long Lartin
553	Shinehill Lane, South Littleton	Site 4	Evesham – Badsey – Bretforton – Honeybourne

Rail

12.6.16 The rail network within the vicinity of the Order Limits is limited. The principal rail facility relevant to the Transport Study Area is Honeybourne Railway Station, which is located circa 2.6 km southeast of Site 4, 2.8 km south of Site 3 and within the wider Transport Study Area.

12.6.17 Honeybourne Railway Station is situated on the Cotswold Line and is managed by Great Western Railway. The station provides regular services to destinations including Worcester, Oxford and London Paddington, together with connections to the wider national rail network.

12.6.18 Honeybourne Station is accessible from Stephenson's Way via Station Road and serves the surrounding settlements of Honeybourne, Bretforton and the wider rural area. No other railway stations are located within or directly adjacent to the remaining Sites.

Local highway network

12.6.19 This section describes the characteristics of the surrounding highway network including its function, hierarchy, traffic composition and overall connectivity.

A46

12.6.20 The Order Limits are located in close proximity to the A46, a key strategic route forming part of the SRN. For the purposes of this assessment, the relevant section of the A46 extends between the A435/A46 roundabout south of Alcester and the A46/A44 Evesham Northern Bypass roundabout, including the A46/B439 Bidford-on-Avon roundabout. This section of the A46 operates as a two-way dual carriageway running broadly north-south between Alcester. The route passes in close proximity to Site 2 and is anticipated to act as the principal strategic corridor for construction traffic travelling between the Order Limits and the wider regional highway network.

12.6.21 To the south of Alcester, the A46 bypasses the town and meets the A435 at a roundabout, providing connections towards Redditch and Birmingham. From this point, the A46 continues as a dual carriageway towards Evesham, intersecting with the B439 at a roundabout near Bidford-on-Avon. Shortly after this junction, the route crosses the Warwickshire and Worcestershire County boundaries before approaching Harvington. At the northern end of the Evesham bypass, the A44 merges with the A46 at a roundabout.

12.6.22 Along this section, the A46 is subject to the national speed limit (70 mph). Street lighting is generally limited to junctions and other key nodes, with only intermittent lighting provided along the surrounding rural stretches.

12.6.23 Due to its strategic function, the A46 provides limited pedestrian and cycle facilities, and does not interact with the NCN. Pedestrian and cyclist crossings of the corridor are generally provided via local road connections.

12.6.24 From the A46, several nearby local and regional routes are anticipated to act as principal distribution corridors for traffic accessing the Order Limits.

A422

12.6.25 The A422 forms an important east–west corridor across south-central England, providing connectivity between Worcester and Bedford and linking key settlements including Stratford-upon-Avon, Banbury, and Brackley. In the vicinity of the Order Limits, the A422 operates predominantly as a rural single carriageway road, subject to a 50-mph speed limit.

12.6.26 This section of the A422 forms an important connector within the local and regional highway network, linking the A46 to the east with Worcester to the west. Due to its rural context and strategic function, pedestrian provision along this part of the route is limited, with footways present only within or near settlement boundaries. Dedicated cycling infrastructure is not provided along this section of the A422, and it does not form part of the NCN. Cyclist movements therefore take place on-carriageway.

12.6.27 Street lighting along the corridor is generally absent in rural areas, with lighting typically confined to junctions and settlement edges.

12.6.28 The A422 is anticipated to function as one of the key secondary distribution routes for traffic travelling to and from the Order Limits.

Lower classified roads

12.6.29 Local access is provided by lower-classified routes including B-roads, C-roads and unclassified rural lanes, which provide links to smaller settlements and local amenities. These roads often have more constrained characteristics, such as limited carriageway width and absence of footways. As a result, they may be more sensitive to increases in traffic volumes, particularly heavy goods vehicles.

Traffic flows

12.6.30 ATC surveys were undertaken at selected locations within the Transport Study Area (Volume 2, Figure 12.3 Traffic count locations) to establish baseline traffic flows and turning movements.. A summary of the ATC surveys showing the average weekday two-way traffic count for the main roads within the vicinity of the Order Limits is set out in Table 12-8. Full survey results will also be included within the full ES.

Table 12-8 Average weekday (24 hr) two-way baseline traffic flows

Ref	Link	Sensitivity	Total vehicles	%HGV[25]
1	A422	Low	4,582	6.3%
2	B4088 Evesham Road	Medium	2,732	3.8%
3	Unnamed Road	Low	6,753	3.7%
4	Unnamed Road	Medium	2,114	4.5%
5	Unnamed Road	Low	91	0.5%
6	B4088	Medium	4,670	4.7%
7	Unnamed Road	Low	2,510	3.4%
8	Unnamed Road	Low	762	5.3%
9	Unnamed Road	Low	4,404	3.5%
10	Unnamed Road	Medium	1,311	4.1%
11	B4088	Medium	3,985	3.6%
12	B4088	Medium	3,454	4.0%
13	Unnamed Road	Medium	1,133	5.5%
14	School Road	High	2,109	3.9%
15	Station Road	High	4,821	3.7%
16	B4085 Cleeve Road	Medium	2,573	3.6%
17	Welford Road	Medium	1,687	3.6%
18	B4088 Evesham Road	Medium	6,971	3.1%
19	Buckle Street	Low	4,174	4.0%
20	Shinehill Lane	Medium	2,353	3.4%
21	Sheenhill Road	Low	2,005	4.8%
22	Weston Road	Medium	4,270	5.8%
23	B4035 Badsey Road	High	14,115	6.1%
24	B4035 Bretforton Road	High	7,476	6.6%
25	B4035 Weston Road	Medium	4,516	8.0%

12.6.31 The traffic flows in Table 5.2 show that HGVs are already present on all local roads, which demonstrates a precedent for HGV use. Many of these vehicles are likely to be agricultural in nature.

Road safety

12.6.32 Statistics showing Personal Injury Collisions (PIC) on the local road network have been obtained from the Department for Transport for the most recent five-year period up to and including 2024.

12.6.33 Within the Transport Study Area, there have been 64 collisions over the latest five year period for which data is available (2019-2024). This includes:

- 1 fatal
- 13 serious
- 50 slight collisions

12.6.34 The recorded collisions are generally dispersed throughout the Transport Study Area, with no clear cluster or concentrations evident from the available data. While a small number of locations exhibit more than one recorded collision, there is no single junction or highway link that appears to represent a notable collision hotspot.

12.6.35 The majority of collisions were classified as slight in severity, accounting for approximately 78% of all recorded incidents. Serious and fatal collisions are relatively infrequent and are similarly distributed across the network. On the basis of the available collision data, no specific highway safety issue has been identified as a result. A breakdown of the collisions is provided in Table 12-9.

Table 12-9 Average weekday (24 hr) two-way baseline traffic flows

Ref	Link	Slight	Serious	Fatal	Total
1	A422	4	2	0	6
2	B4088 Evesham Road	3	2	0	5
3	Unnamed Road	2	0	0	2
4	Unnamed Road	2	0	0	2
5	Unnamed Road	0	0	0	0
6	B4088	1	0	0	1
7	Unnamed Road	0	0	0	0
8	Unnamed Road	1	1	0	2
9	Unnamed Road	1	1	0	2
10	Unnamed Road	0	0	0	0
11	B4088	2	0	0	2
12	B4088	1	0	1	2
13	Unnamed Road	0	0	0	0
14	School Road	1	1	0	2

[25] HGV refers to vehicles above 3.5 tonnes split into Ordinary Goods Vehicle (OGV) 1 and 2

Ref	Link	Slight	Serious	Fatal	Total
15	Station Road	3	0	0	3
16	B4085 Cleeve Road	0	0	0	0
17	Welford Road	2	0	0	2
18	B4088 Evesham Road	2	2	0	4
19	Buckle Street	6	2	0	8
20	Shinehill Lane	0	0	0	0
21	Sheenhill Road	3	0	0	3
22	Weston Road	1	0	0	1
23	B4035 Badsey Road	3	1	0	4
24	B4035 Bretforton Road	3	0	0	3
25	B4035 Weston Road	9	1	0	10

Future baseline conditions

12.6.36 There are currently no planned highway works within the Transport Study Area beyond routine maintenance activities. Traffic flows may change as a result of committed developments, allocated developments and other major infrastructure projects within the wider area. The potential influence of these developments on future traffic conditions has been considered as part of the cumulative effects assessment presented later in this chapter. In accordance with the Scoping Opinion, cumulative effects has been assessed across all phases of the Scheme. Where any phase is not considered to give rise to the potential for significant cumulative transport and access effects, a clear justification has been provided within the cumulative effects assessment.

12.6.37 To account for background traffic growth, industry-standard Trip End Model Presentation Program (TEMPro) growth factors, adjusted in line with the National Trip End Model (NTEM), have been applied to the observed traffic flows. A baseline year of 2026 has been used, reflecting the year in which the traffic surveys were undertaken. Traffic flows have then been projected to a future baseline assessment year of 2031, representing a reasonable worst-case year for the construction phase of the Scheme. TEMPro Version 8.1 and NTEM Version 8.0 datasets have been used for this assessment.

12.6.38 The TEMPro growth factor adopted for the Transport Study Area is 1.0584. The 2031 future baseline traffic flows are shown in Table 12-10.

12.6.39 The TEMPro growth factor has been applied to total traffic flows only. In the absence of local evidence indicating a change in future vehicle composition, the proportion of HGVs has been assumed to remain consistent with the surveyed baseline and therefore the percentage HGV values remain unchanged in the future baseline assessment.

Table 12-10 Average weekday (24 hr), two-way future baseline (2031) traffic flows

Ref	Link	Sensitivity	Total Vehicles	%HGV[26]
1	A422	Low	4,850	6.3%
2	B4088 Evesham Road	Medium	2,892	3.8%
3	Unnamed Road	Low	7,147	3.7%
4	Unnamed Road	Medium	2,237	4.5%
5	Unnamed Road	Low	96	0.5%
6	B4088	Medium	4,943	4.7%
7	Unnamed Road	Low	2,657	3.4%
8	Unnamed Road	Low	807	5.3%
9	Unnamed Road	Low	4,661	3.5%
10	Unnamed Road	Medium	1,388	4.1%
11	B4088	Medium	4,218	3.6%
12	B4088	Medium	3,656	4.0%
13	Unnamed Road	Medium	1,199	5.5%
14	School Road	High	2,232	3.9%
15	Station Road	High	5,103	3.7%
16	B4085 Cleeve Road	Medium	2,723	3.6%
17	Welford Road	Medium	1,786	3.6%
18	B4088 Evesham Road	Medium	7,378	3.1%
19	Buckle Street	Low	4,418	4.0%
20	Shinehill Lane	Medium	2,490	3.4%
21	Sheenhill Road	Low	2,122	4.8%
22	Weston Road	Medium	4,519	5.8%
23	B4035 Badsey Road	High	14,939	6.1%
24	B4035 Bretforton Road	High	7,913	6.6%
25	B4035 Weston Road	Medium	4,780	8.0%

[26] HGV refers to vehicles above 3.5 tonnes split into Ordinary Goods Vehicle (OGV) 1 and 2

Embedded mitigation

12.6.40 The development of the transport and access assessment for the Scheme has taken into consideration the embedded mitigation as defined in Volume 1, Chapter 2 Scheme description, Section 2.7 of this ES and design evolution outlined in Volume 1, Chapter 4 Consideration of alternatives of this ES. For transport and access this includes:

- E-GEN.1 - Implementation of Outline Construction Environmental Plan (oCEMP);
- E-GEN.2 - Implementation of Landscape and Ecological Management Plan (LEMP);
- E-GEN.3 - Implementation of Outline Operational Environmental Management Plan (oOEMP);
- E-GEN.4 - Implementation of Outline Decommissioning Environmental Management Plan (oDEMP);
- E-TA.1 – Ensure highway safety and minimise accidents.

Receptors

12.6.41 The receptors assessed in the transport and access assessment are set out in

12.6.42 Table 12-11.

Table 12-11 Receptors assessed in the transport and access assessment

Receptor	Description	Sensitivity
Emergency services	The receptors are the people, organisations, routes and facilities that could be affected by changes to traffic movement, access or journey times resulting from the Scheme.	High
Motorists and freight vehicles	The receptors are those road users and operations that could be affected by changes in traffic flow, capacity, safety or journey reliability arising from the Scheme.	Low
Non-motorised users	The receptors are pedestrians, cyclists and equestrians, including those using highways, cycle routes, bridleways and informal recreational routes, who could be affected by changes to access, safety, severance or amenity arising from the Scheme. These users are generally more sensitive than motorists because they are more vulnerable to changes in traffic conditions and interaction with construction vehicles.	Medium
Public right of way users	The receptors are pedestrians, cyclists and equestrians using Public Rights of Way, including footpaths, bridleways and restricted byways, who may be affected by changes to access, safety, continuity, severance or amenity arising from the Scheme.	Medium
Public transport users	The receptors are people who use bus, rail and other public transport services for access to employment, education, services, recreation and other activities. Public transport users may be affected by changes to service accessibility, journey times, reliability, safety, connectivity or passenger amenity arising from the Scheme.	Low

Arrow Valley Solar