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Dear SWLP Team,

Bidford on Avon Parish Council Representation to the Regulation 19 Consultation version of the South Warwickshire Local Plan (SWLP)

Ridge writes on behalf of Bidford Parish Council to submit a representation on their behalf to the South Warwickshire Local Plan (SWLP) Regulation 19 Consultation. The SWLP Regulation 19 Consultation is running for 7 weeks between Tuesday 21st July until the Tuesday 8th September 2026.

The Regulation 19 Consultation is the fourth stage in the process of the preparation of the SWLP, providing the final stage for formal engagement with the public before the SWLP is submitted for independent examination. The Regulation 19 Consultation is to provide for comments upon whether the plan is legally compliant and sound. The Planning Inspector will check the South Warwickshire Local Plan meets the legal requirements of the Planning and Compulsory Purchase Act 2004 (as amended) (the Act) and the Regulations before moving on to consider the tests of soundness.

The National Planning Policy Framework (2026) sets out under PM15, a sound plan should satisfy the following tests:

- a) Positive – the plan sets out a positive approach to delivering growth to meet the development needs of the area in accordance with Policy S1, and is based on effective joint working on cross-boundary strategic matters;
- b) Appropriate – the plan sets out an appropriate strategy to enable the delivery of sustainable development, taking into account reasonable alternatives, and is based on proportionate evidence;

- c) Effective – the plan sets out effective policies for development, and there is a reasonable prospect that its site allocations are capable of being deliverable at the time envisioned;
- d) Consistent with national policy – the plan accords with the policies for plan-making in this Framework and other statements of national planning policy where relevant, and does not include policies which duplicate, substantively restate or are inconsistent with the content of national policies for decision-making; and
- e) Conformity – the plan is in general conformity with any adopted spatial development strategy for the area.

This representation focuses on the Regulation 19 Draft Local Plan and Technical Evidence base specifically in relation to the Proposal BID.1 (Bidford-on-Avon) Strategic Growth Location Allocation. This representation sets out how the Strategic Growth Location (BID.1) at Bidford-on-Avon is not a sustainable option to accommodate for the required growth. It is considered that the Plan is unsound and would not be effective at delivering the site allocation BID.1 as set out within the Regulation 19 Draft Local Plan. There is insufficient technical evidence to support the conclusion that BID.1 could deliver the requirements of the allocation within the plan period due to unexplored site constraints, lack of sufficient costing to inform the viability appraisal along with significant transport implications and potentially unviable access/infrastructure proposed. Reference will be made to the relevant technical evidence relating to BID.1 (also known as Strategic Growth Location 20 (SG20)) below.

This representation is also supported by a Viability Assessment Representation produced by Alder King and Technical Transport Review produced by Norman Rourke Pryme. These are to be read alongside this formal representation, however, reference to these reports will also be made below.

Proposal BID.1 (Bidford-on-Avon) Strategic Allocation

One of the Strategic Growth Locations (SGL's) is BID.1 'Bidford-on-Avon Land to North and East'. This parcel of land is 221 hectares with the vision to deliver a mixed-use urban extension to Bidford-on-Avon to include for:

- 2,225 dwellings
- Provision of land for a primary school, a secondary school and early years facility
- 8 Pitches for Gypsies and Travellers
- Local Centre comprising of a convenience store, and other retail outlets
- 11ha of employment land
- Care, assisted living, and retirement facilities
- Green Infrastructure

- Access points (To provide for the BID.1 SGL a link road between the southeast of the site and the Honeybourne Road is required and would include for a River Crossing over the River Avon)

As set out within this representation, it is considered that Proposal BID.1 Bidford-on-Avon is not a sustainable location for a Strategic Growth Location and the lack of technical evidence to support this allocation as a sustainable and viable site to accommodate housing growth is insufficient. The Technical Evidence base as assessed below in relation to BID.1. demonstrates the plan is not sound nor legally compliant; the absence of information such as but not limited to, the bridge crossing, transport modelling and viability does not provide for an effective, appropriate or consistent with national policy local plan. All three of which are the tests for whether the plan is 'sound'. These are set out within further detail below.

SG20 Bidford Baseline Report, May 2026 sets out an array of proforma analysis of material considerations for the SGL in Bidford. The 'Transport Proforma' noted that within the GAP ANALYSIS (what data is missing and what is critical to inform the SWLP) the following documents were required:

- Up-to-date traffic survey data relating to the highway network within the site area.
- Audit of key walking and cycling routes to / from the site.
- Review of relevance of 2021 Census data.
- Review of the most recent accident history for the local area.
- Wider Transport Strategy work for the SWLP commissioned by the Council, but not currently available.

This Proforma noted it was understood that the Council has commissioned wider transport work to support the delivery of the SWLP, however, this was yet to be provided to AECOM. This information is still not available under the Technical Evidence supporting the Regulation 19 Local Plan. Given that it has been identified under the site's baseline report that this is critical evidence required to inform the SWLP, it cannot currently be concluded that the site's allocation is sound. The allocation of the site would not be consistent with national policy given it cannot be demonstrated the allocation would enable the delivery of sustainable development in this location.

Further information requested under the GAP ANALYSIS for missing data critical to inform the SWLP for the various Topic Proforma included:

- A landscape character assessment and targeted landscape sensitivity study to determine areas sensitive to development based on their potential impact on landscape character and visual amenity
- Severn Trent Water's main records (to establish pipework locations and easement)

The lack of Severn Trent Water's main records could at a future planning application stage unveil unmapped water mains with potential large easements which would either represent significant further cost for diversions, potentially further affecting the site's viability. This lack of information is key to determine whether the allocated housing numbers, employment land and further requirements of BID.1 can actually be delivered during the plan period and at the quantity proposed under BID.1.

In addition, the **SG20 Concept Masterplan, May 2026** states that Warwickshire County Council's Flood Risk Guidance for Development will require for easements along the watercourses (River Avon) within the site, which ideally should be free of all development. These easement widths need to be agreed with the LLFA; there does not appear within the technical evidence base any discussions which have been undertaken with the LLFA, nor the easements widths which will be required under BID.1. Without this information, the allocation under BID.1 cannot be fully justified. The information is therefore required to demonstrate the development would fit within a defined area outside of the flood zones and future easements along the watercourse. Once again, the quantity of development under BID.1 is not justified or sufficiently evidenced.

The Local Plan Allocations Sequential and Exceptions Tests for Flood Risk, July 2026 sets out that the SGLs were subject to detailed refinement of developer assumptions via the SWLP Concept Masterplanning process led by external consultants AECOM, whereby this considered constraints which included flood risk and directed development towards areas with low levels of flood risk within sites. The report goes on to note that this added a detailed level of assessment for officers, which ensured that Flood Risk was taken into account when refining the Spatial Strategy. Notwithstanding this, Page 18 states that *'allocated sites with high levels of surface water flood risk have not been subject to the exception test in line with national policy.'* It was considered these will be required to demonstrate via a Flood Risk Assessment in support of any planning application how development will be made safe in its lifetime.

BID.1 was listed within the Sequential and Exemptions Test as an allocated site which would trigger the need for the exception test. In relation to BID.1, the report states that *'Masterplanning of the allocation to date suggests that it will not be possible to direct the entire development to Flood Zone 1, with particular concern being the proposed crossing over the River Avon, and link to the Honeybourne Road at the south of the site. It will therefore need to be demonstrated on any subsequent planning application on the site that 20 SWLP Local Plan Allocation – Sequential and Exceptions Tests for Flood Risk development of the Strategic Growth Location can be made safe from flooding throughout its lifetime, in accordance with paragraph 178(b) of the NPPF, and Policy ID.9(D) of the Reg 19 SWLP.'*

BID.1 draft allocation thus requires a sequential and exception test in support of future planning applications to determine how the SGL can be made safe in its lifetime from flood risk. The key concern as noted within the sequential test is that the Masterplanning carried out by AECOM noted it would not be possible to locate the entire development to Flood Zone 1, and the river crossing is a major concern. Without the crossing the proposed development would not divert traffic routes away from Bidford for access into the allocation and given that at this stage it is left unknown as to whether the allocation can deliver the requirements, including the bridge access until further analysis including exemption tests are carried out at planning stage. No justification has been provided by the SWLP evidence base as to why this research has not been carried out to support the allocation of SG20/BID.1. Subsequently, it is considered the BID.1 allocation is not 'effective' as it is unknown whether the allocation in its entirety is deliverable over the plan period. This research should have been carried out as part of technical evidence to support where BID.1 can be sufficiently provided entirely within Flood Zone 1 and how this can be made safe from flooding throughout its lifetime. In addition, the key infrastructure of the bridge crossing is located within Flood Zone 2 and 3. There is no evidence to show how this vital piece of infrastructure can be delivered whilst ensuring that there is no risk to additional flooding. As a result, this further provides justification on why the BID.1 allocation is not effective and thus resulting in an unsound allocation.

Regulation 19 Sustainability Appraisal (SA) (July 2026) does not explicitly state that the BID.1 allocation is a sustainable option. The report under point 6.2.7. concludes that overall, the site allocation policies for the SGLs identified the allocations would deliver substantial social and economic benefits in support of the spatial strategy, alongside environmental effects that will require careful management through the detailed design, phasing and implementation of development. Appendix F provides for the SGL assessment, however this is against the 13 objectives and does not provide for an overall score/assessment of each site.

The SA sets out additional land constraints which have not been considered for concluding whether Bidford, in particular BID.1, is a suitable and sustainable location to enable future growth. Table 18.1 within the SA sets out the recommendations made within the Regulation 18 Preferred Options Stage. '(5) Cultural Heritage' set out it was *"recommended the Strategic Growth Locations (SGLs) have archaeological and heritage impact assessments carried out to identify and describe the significance of any sensitive heritage or archaeological features to ensure any adverse impacts are avoided."* The SWLP response in relation to this acknowledged the Heritage Impact Assessment where it is deemed there may be an impact this should be conducted. Nevertheless, the SA failed to acknowledge the recommended archaeological surveys, and these have not been carried out to support the SG20 allocation (also known as Proposal BID.1). Furthermore, Table 19.2 sets out the likely adverse sustainability effects of the SWLP. One of which identified is the *'alteration of character or setting*

of heritage assets and historic landscapes, given the proximity of a number of allocations to designated and non-designated heritage assets and unlikely to be fully mitigated in all cases'. It goes on to further state that there is uncertainty regarding the presence and significance of underground archaeological remains in the absence of detailed investigation. Overall, a minor to moderate adverse effect is identified in the long term, with a degree of uncertainty and potential for localised significant effect on heritage grounds.

The allocation of the site under BID.1. is subsequently not effective and justified; it is unknown whether the entire allocation is deliverable to achieve the requirements without the knowledge of potential archaeological or heritage implications. It is not based on proportionate evidence given that archaeological findings if present at the site, could create significant complications on the delivery of this SGL and complications on the SWLP meeting its required needs. The Sustainability Appraisal notes that minor to moderate adverse effects could be the result of the lack of this information, with a degree of uncertainty. Given this, it is concluded that without the Archaeological Assessment to support BID.1 (SG20) and other SGLs, the plan is unsound. The quantity of development at the allocation could be prejudiced by the lack of this information.

Appendix F of the Sustainability Appraisal is for the assessment of Strategic Growth Locations. Within point F.12.4. 'Connectivity' this identifies SG20 as 'moderate connectivity (Grade C)' where there are often travel links present, but barriers still remain for creating sufficient accessibility for the areas of the SGLs which link to settlements. It is summarised that this SGL is expected to result in a negligible impact on connectivity.

A Transport Review carried out by Norman Rourke Pryme in support of this representation as set out earlier, concluded that an assessment undertaken by DfT Connectivity Tool and Matrix demonstrates SG20 (BID.1) performs relatively poor compared with other Strategic Growth Locations; of the 23 comparable allocation sites assessed, 22 achieved higher overall connectivity scores, with a number of alternative sites performing substantially better across walking, cycling, public transport and rail accessibility measures. This provides evidence that SG20 should not be considered a sustainable location in terms of connectivity and would not represent a sustainable area to accommodate the further growth required.

Appendix F of the SA also analyses the site against Landscape considerations. Point F.5.3.5 notes SG20 was located outside of the study area; once again there is a lack of complete review of potential implications of the BID.1 SGL. The **South Warwickshire Landscape Sensitivity Assessment (Strategic Growth Locations and New Settlements), April 2026** was prepared as part of the evidence base for the Local Plan to consider whether the landscape can withstand change arising from the proposed development types without undue negative effects on the landscape and visual baseline. Under Table 3.1. the allocation SG20 is not summarised;

although on page 228 of the document, there is an assessment of SGL20. Overall, it is concluded to have moderate sensitivity. It is consequently questioned as to whether the Sustainability Appraisal has correctly utilised and correctly reviewed all the technical evidence to inform the conclusions on sustainable locations for development.

In addition, **SWLP Growth Strategy Topic Paper (July 2026), 'Annexe C – Strategic Site Selection Rationale'** provides for the justification of the Strategic Growth Locations on a site-by-site basis. In relation to *'masterplanning & transport'* this document acknowledges under BID.1 there is *'a lack of access to a nearby railway station, and as a result the proposal would encourage increased car dependency, thus a higher proportion of short local trips would be undertaken by car. There is also a limited provision of formal active travel infrastructure within and around the study area, which is likely to discourage walking and cycling to nearby facilities.'* The conclusions on Masterplanning are linked to that of transport considerations. If the location is likely to be dependent upon car usage with no active travel infrastructure to connect into, the siting of an SGL is not sustainable to facilitate further growth. The 'opportunity' established under Annexe C for SG20 is to utilise the existing road infrastructure to provide multiple access points into the site. This nonetheless does not overcome the likelihood of heavy reliance on car usage due to the lack of existing active travel infrastructure and capacity concerns already present in Bidford.

The Transport considerations within Annexe C note that *'If a river crossing could be facilitated this would have very significant benefits. Scale of development may support this, but it would require additional land and would be challenging to deliver due to Flood Zone'*. Furthermore, the refinement summary concludes *'It is recognised that the site has constraints, notably requiring a transport solution with a new bridge over the River Avon from the B4039 to Honeybourne Road, this represents strategic opportunity to improve the local road network in and around the town.'*

It is clear that the key to the delivery of the BID.1 allocation (SG20) is to overcome transport implications through the provision of the bridge. However, there is insufficient technical evidence on how this bridge is to be delivered, how it would be funded and whether this is a viable option. The Growth Strategy in relation to SG20 noted the bridge would represent strategic opportunity to improve the local road network in and around the town. Nevertheless, there is no clarity or technical evidence to prove whether firstly the bridge is viable to deliver as part of the strategic allocation given there is no costing for this within the Infrastructure Delivery Plan and associated appendices. Secondly, whether land ownership and consent have been provided to allow for the bridge construction to the south of the allocation; the land does not appear to be part of the allocation 'parcel' and is noted above within the Growth Strategy comments as requiring additional land as a concern.

Thirdly, the land involved for the River Crossing is within Flood Zone 2 and 3; no further investigation into this site constraint regarding the bridge appears to have been carried out by the SWLP team to support that the Bridge is viable and can be achieved, along with overcoming flood risk to ensure a safe access into and out of the allocation can be provided. In addition, there is no reference to the Environmental Agency and whether discussions have been carried out regarding the acceptability of the construction of a bridge. Given the lack of technical evidence to support a key fragment of the strategic allocation of BID.1 it is considered that the Regulation 19 Plan and supporting technical evidence is not providing the proportionate level of evidence required to demonstrate the inclusion of the allocation within the SWLP is sound.

In addition to this, **The Infrastructure Delivery Plan Part 2 (July 2026)** and associated appendices is to set out and help to identify future infrastructure requirements and costs, as well as when and how infrastructure will be delivered. Appendix B for SG20 (Bidford – BID.1) contained for a cost on the secondary school land and primary school, although no costings were provided for the bridge crossing, highway improvement works, active travel improvements, bus improvement services and infrastructure, neighbourhood centre, allotments, children's play area and utilities contributions for the required upgrades.

This further supports the above point that there is a lack of technical evidence to demonstrate the viability of the allocation and whether the bridge crossing can be provided. There is insufficient evidence to document whether the allocation is viable and can be bought forward in the future. The bridge crossing has been identified as significant infrastructure required for access into the allocation given the pre-existing transport modelling conclusions that the Strategic Road Network (SRN) in Bidford is already at capacity. Therefore, the highway improvement works including the bridge are essential to mitigate impact on the SRN; the Infrastructure Delivery Plan Part 2 fails to provide sufficient evidence to justify the allocation of the site is an appropriate strategy to allocate as a sustainable location for further development to meet the housing needs of South Warwickshire.

The SWLP Strategic Transport Assessment (STA) – Bidford, dated May 2026 set out the traffic modelling outlining the potential traffic impacts of the development included within the SWLP for the Bidford-on-Avon area and mitigation schemes. The modelling in Bidford demonstrates that, without intervention, delivery of the South Warwickshire Local Plan would result in severe congestion in and around Bidford with model stability issues indicating the model becoming gridlocked.

A Transport Review (TR) carried out by Norman Rourke Pryme (NRP) on behalf of Bidford on Avon Parish Council has been submitted alongside this representation as a supporting document for review. The document is to be reviewed by the SWLP team in full, however, a brief summary is provided below.

Chapter 4 of the TR undertaken by NRP has assessed the Highway Access's proposed under the BID.1 allocation which have been suggested within the SWLP to alleviate the impact of the development as well as the existing traffic constraints within Bidford-on-Avon. The Junction locations were assessed on their location only, as the exact nature of the junctions has not been set out within the SWLP nor technical evidence. Of each of the 10 access points proposed, there is concern raised around each location such as the possibility of achieving visibility splays, locations adjacent to existing access points, high speed roads and even connections via existing private driveways raising concern around both land ownership but non-adoptable standards. Further review around the proposed access points into the allocation therefore needs to be explored by the SWLP, or further technical evidence provided to justify these to demonstrate the allocation is deliverable. Furthermore, the lack of information for the nature of each junction is raised as a concern not only for lack of technical highway information, but for the lack of costing informing the Infrastructure Delivery Plan. Concern is thus raised around the viability of the BID.1 allocation if incomplete information has been provided to inform the overall assessment of the Strategic Growth Location to inform whether the site is deliverable and sustainable.

The Transport Review concluded following a review of the technical documents and BID.1 allocation, that Bidford on Avon is not a suitable location for major development. This is evidenced by the car dominated journey to work statistics and high car ownership in the village. Bidford on Avon does not have a railway station and the nearest stations are over 11km away. Bus services are also infrequent along with the Active Travel network in the village being relatively poor. Furthermore, the existing highway network is constrained by the historic Bidford Bridge.

In addition, the TR demonstrates how the DfT Connectivity Tool which is an important consideration to site selection in the NPPF, concludes that Bidford on Avon is amongst the worst performing settlement in South Warwickshire, further supporting that the village is not a sustainable location for major development. Furthermore, the report also concludes that the proposed development relies on a significant investment in highway infrastructure including a new river crossing to make it 'work' in traffic capacity terms. The proposed BID.1 allocation is therefore a 'predict and provide' scheme that national policy has moved away from, and as a result the proposed BID.1 allocation is not a vision led Transport Planning allocation as defined by the NPPF.

In addition, the Transport Report by NRP demonstrates the BID.1 allocation fails to meet the South Warwickshire Local Plan's own criteria. Walking isochrones demonstrate that it is not a 20-minute neighbourhood proposal, remote from the village centre. It is argued that it does not follow the adopted 'sustainable travel and economy' approach offering very little for sustainable transport. It would instead be a car dominated development. As a

result, the proposed BID.1 allocation does not meet the sustainable transport objectives of national and local policy. Technical work undertaken by NRP notes that the necessary housing and employment development should be added to the other settlements and sites which are sustainable. As a result, it is recommended that the BID.1 allocation be deleted from the South Warwickshire Local Plan.

The Transport Review provided alongside this formal representation considers the Strategic Transport Assessment prepared to support the Local Plan. This identifies existing and future highway capacity constraints within Bidford-on-Avon and proposes significant mitigation measures including a new river crossing, link roads and junction upgrades. Whilst these interventions improve network performance, the scale of highway infrastructure required raises concerns that the allocation is primarily reliant on increasing highway capacity rather than being located in a place that is inherently accessible by sustainable modes. On the whole, the evidence indicates that Bidford-on-Avon is not among the most accessible or sustainable locations identified for strategic growth within South Warwickshire. The proposed allocation would result in a large-scale development in a location with weak sustainable transport connectivity and a significant reliance on highway mitigation. The review consequently concludes that the BID.1 allocation does not align with the vision-led approach to transport planning promoted by national policy and that consideration should be given to distributing growth to alternative, better-connected locations within the Local Plan area. It is consequently suggested that the SWLP is not sound due to conflict with national policy and lack of technical information to support the allocation of the BID.1 proposal to demonstrate it would be a sustainable location to accommodate the required growth within the plan period.

The **South Warwickshire Local Plan Main Viability Report, dated June/July 2026** sets out assessment to ensure the sites critical to the delivery of the strategic priorities for the SWLP are deliverable and viable, including for BID.1/SG20. A review of the Viability Appraisal, produced by Aspinall Verdi as part of the SWLP technical evidence has been carried out by Alder King in support of Bidford on Avon Parish Council's Reg 19 representation. Alder King's 'Viability Assessment Representation' has been provided alongside this letter for full review alongside this representation, only a summary of Alder King's findings are set out below. Alder King has confirmed that their report comments upon relevant inputs and sections of the evidence base for BID.1/SG20 but have not had sight of the BID 1 Appraisal as this has been redacted for public use.

Alder King's report notes that the viability evidence acknowledges that several strategic sites, including BID.1 (SG20), generate negative land values under the tested assumptions and are therefore currently identified as unviable. The Councils' position is that viability challenges may be overcome through future market improvements, grant funding, infrastructure funding initiatives, reduced policy burdens and other intervention

measures. However, there is currently insufficient evidence to demonstrate that these measures are realistic, secured or capable of bridging the identified viability deficits. A particular concern identified by Alder King is that the viability assessment has been undertaken without completed infrastructure evidence, including a final Infrastructure Delivery Plan and Infrastructure Cost Plan. Infrastructure costs are one of the most significant determinants of viability on strategic sites, and the absence of this information creates substantial uncertainty regarding the accuracy and reliability of the assessment outcomes. Until this evidence is available and tested, it is difficult to conclude that the strategic allocations can be delivered within the plan period.

Furthermore, Alder King's report sets out BID.1 (SG20) is identified to provide delivery of a link between B439 Stratford Road, and B4085 Honeybourne Road. The link is proposed in the IDP to include a new bridge and is intended to reduce traffic through the village centre and over the existing Bidford Bridge. There are no costs, programme or technical evidence available for the delivery of this, and it is not evident if this has been considered in the appraisal for the site as part of the viability assessment.

Planning Practice Guidance (PPG) sets out that *'plans should set out the contributions expected from development. This should include setting out other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure)'*. The PPG goes on to note that *'viability assessments should be used to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan'*. Given this conclusion provided by Alder King and the absence of infrastructure costs, the local plan would not be consistent with national policy set out within the PPG for plan-making.

The PPG also goes on to state that *'costs include site-specific infrastructure costs, which might include access roads, sustainable drainage systems, connections to utilities'*. As identified within this representation and supporting documents produced by both Alder King and NRP, there is the absence of information including for but not limited to:

- Lack of information on the exact junctions and infrastructure provisions required at access points established under the BID.1 proposal
- A lack of information on the proposed bridge (land ownership, costing, Environmental Agency consultation, whether it is feasible to provide outside of the flood zone to ensure no flooding during its lifetime use)
- A lack of drainage exemption tests, which have instead been left to assess under future planning applications
- A lack of info from Severn Trent on mains pipe's locations, thus easements and capacity are unknown

Just the handful of the above examples would provide for unknown costs for future planning applications at the site to ensure deliverability of the allocation is feasible and viable. Most importantly, the key infrastructure proposal of the new bridge connection to redirect traffic away from Bidford for access into the allocation, has not even been included as part of the viability appraisal for BID.1. As a result, the unknown cost and inclusion of this within the overall assessment of the Strategic Growth Area leads to questions surrounding how the Sustainability Appraisal can conclude the site to be a sustainable location to accommodate the further growth.

Alder King sets out that in their view, a number of assumptions adopted within the wider viability evidence appear overly optimistic when considered against current market conditions. These include assumptions relating to build costs, contingency allowances, professional fees, affordable housing revenues, development delivery assumptions and expectations of future value growth. In particular, reliance on significant market value uplifts, placemaking premiums and future market improvement as mechanisms to restore viability is not supported by sufficiently robust or current evidence. The viability evidence indicates that BID.1(SG20) faces substantial challenges arising from relatively low residential values, significant infrastructure and Section 106 costs and the proposed affordable housing requirements. The assessment itself concludes that a combination of grant funding, value growth, infrastructure cost reductions and/or reductions in policy burdens would be required to achieve viability. At present, there is no certainty regarding the availability or delivery of these interventions.

The Alder King report goes on to note that given the strategic importance of BID.1(SG20) and other major growth locations to overall housing delivery, they consider that additional evidence and testing are required before the Plan can confidently conclude that these allocations are viable and deliverable. This should include publication of the completed infrastructure evidence, further assessment of strategic site costs, transparent appraisal information where possible, updated testing reflecting current market conditions, and a clear demonstration of how identified funding and viability gaps will be addressed. Accordingly, while Alder King understand there is proposal to refine the viability evidence, their view is that the current evidence base does not yet provide sufficient certainty to demonstrate the deliverability of BID.1 (SG20) or the wider strategic growth strategy without further work, testing and confirmation of funding mechanisms and this is required at this stage.

The SWLP Viability position is that the site SG20/BID.1 is further constrained by the 40% affordable housing requirement; Alder King has noted it appears the site cannot accommodate any affordable housing provision without significant additional funding, which is currently unsecured. The Viability Assessment does not appear to specifically test the affordable provision of the strategic sites. There is testing of other site typologies, but

the sensitivity of this analysis would be contained within the redacted appendix 7 of the SWLP Viability Appraisal, not available for public review; as a result, we have not been able to review the key consideration as to whether the site is capable of delivering even a lower percentage of affordable housing without significant funding. It is accordingly unclear as to whether the site could be viable with the delivery of any affordable housing or whether this has been explored as part of the technical evidence base.

Consequently, given the accompanying findings by Alder King, the absence of information and lack of infrastructure costing concludes that insufficient evidence is available for testing, and thus it cannot be concluded that the strategic allocations such as BID.1 can be delivered within the plan period. As a result, under the soundness tests, this confirms that the SWLP is not 'effective' given there is no assurance that the site allocations are capable of being deliverable at the time envisaged. In addition, the findings by Alder King support that there is a sheer absence of costing information to support the allocation of BID.1, specifically in relation to the new bridge crossing proposed, whereby there are no costs, programme or technical evidence available for the delivery of this and it is not evident if this has been considered in the appraisal for the site as part of the viability assessment. As a result, this is a direct conflict with the guidance set out within the PPG in regard to plan making, thus, in turn is not consistent with national policy under the test for a sound plan. The SWLP would not accord with the policies for plan making within national policy or guidance.

In addition, as Alder King has concluded the viability evidence for BID.1 will face substantial challenges and that a combination of funding, infrastructure cost reductions and/or policy burdens would be required to achieve viability. This further supports that the site is not sufficiently evidenced to demonstrate the proposal under BID.1 is deliverable. It is unknown whether the allocation can provide for the requirements set out under BID.1 and should reduced costing and relaxation of policy requirements be needed to achieve deliverability it is evident that the site would not be a sustainable location to accommodate the growth proposed.

Conclusion

Overall, it is considered that the Regulation 19 South Warwickshire Local Plan is not sound. The inclusion of the Strategic Growth Location BID.1 – Bidford on Avon is not a sustainable allocation to accommodate the growth allocated. There is insufficient technical evidence to demonstrate that the site can be delivered successfully within the local plan period. As a result, it is considered the plan is not effective, appropriate or consistent with national policy as set out within the test for a 'sound plan'.

The transport modelling carried out by the SWLP team demonstrates that without intervention the delivery of the allocation at Bidford would result in severe congestion in and around Bidford, with potential gridlock traffic. The proposed SGL for Bidford (BID.1) requires an array of transport enhancements along with the key requirement of the bridge crossing; there is, however, a clear lack of any technical evidence to demonstrate whether the bridge is viable to build and whether sufficient evidence has been provided to demonstrate agreement with the LLFA, Environmental Agency, and whether there are any technical concerns over land ownership to deliver this strategic road network. In addition, there is also a lack of detailed flood risk assessment/exemption test to analyse how the site would be safe from flooding during its lifetime, any easements required from the river boundary, lack of information from Severn Trent for existing pipework which could include for large easements and lack of full costings required to provide the infrastructure to support the allocation. No costing for the Bridge or any transport mitigation has been included within the Infrastructure Delivery Plan, amongst a lack of costings for various other requirements. There is not a proportionate amount of technical evidence to support this SGL allocation in Bidford to demonstrate sufficient consideration, and analysis has been undertaken to conclude that BID.1 is a sustainable location to enable further growth and as to whether the unknown land constraints would create a future barrier for the delivery of the allocation in its entirety.

In addition, Norman Rourke Pryme's Transport Review concluded the evidence indicates that Bidford-on-Avon is not among the most accessible or sustainable locations identified for strategic growth within South Warwickshire. The proposed allocation would result in a large-scale development in a location with relatively weak sustainable transport connectivity and a significant reliance on highway mitigation. The review therefore concludes that the BID.1 allocation does not align with the vision-led approach to transport planning promoted by national policy and that consideration should be given to distributing growth to alternative, better-connected locations within the Local Plan area.

The Alder King Viability Representation demonstrated that the viability evidence acknowledges that several strategic sites, including BID.1 (SG20), generate negative land values under the tested assumptions and are therefore currently identified as unviable. The Councils' position is that viability challenges may be overcome through future market improvements, grant funding, infrastructure funding initiatives, reduced policy burdens and other intervention measures. However, there is currently insufficient evidence to demonstrate that these measures are realistic, secured or capable of bridging the identified viability deficits. A particular concern is that the viability assessment has been undertaken without completed infrastructure evidence, including a final Infrastructure Delivery Plan and Infrastructure Cost Plan. Infrastructure costs are one of the most significant determinants of viability on strategic sites, and the absence of this information creates substantial uncertainty

regarding the accuracy and reliability of the assessment outcomes. Until this evidence is available and tested, it is difficult to conclude that the strategic allocations can be delivered within the plan period. The PPG also notes how viability assessments should be used to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan. It is considered the SWLP does not accord with the PPG and that the local plan is not consistent with national policy.

The viability evidence indicates that BID.1(SG20) faces substantial challenges arising from relatively low residential values, significant infrastructure and Section 106 costs and the proposed affordable housing requirements. The assessment itself concludes that a combination of grant funding, value growth, infrastructure cost reductions and/or reductions in policy burdens would be required to achieve viability. At present, there is no certainty regarding the availability or delivery of these interventions. Accordingly, the current evidence base does not yet provide sufficient certainty to demonstrate the deliverability of BID.1 or the wider strategic growth strategy without further work, testing and confirmation of funding mechanisms and this is required at this stage.

In conclusion, it is considered that Proposal BID.1 Bidford-on-Avon is not a sustainable location for a Strategic Growth Location and the absence of technical evidence to support this allocation as a sustainable and viable site to accommodate sustainable growth is insufficient. The Technical Evidence base as assessed within this representation in relation to BID.1. demonstrates the plan is not sound; the absence of information such as but not limited to, the bridge crossing, flood risk, transport modelling/infrastructure and viability do not provide for an effective, appropriate or consistent with national policy local plan. All three of which are the tests for whether the plan is 'sound'. It is therefore concluded that the allocation of BID.1 as Strategic Growth Area has been insufficiently evidenced and cannot be demonstrated as deliverable within the plan period, which would result in significant implications on the deliverability of housing, employment land and infrastructure within the wider plan. As a result, it is concluded that in turn the South Warwickshire Local Plan is not 'sound' and should not be adopted.

TRANSPORT REVIEW

REPRESENTATION TO REG 19 CONSULTATION SOUTH WARWICKSHIRE LOCAL PLAN

Bidford-on-Avon Parish Council



REPRESENTATION TO REG 19 CONSULTATION SOUTH
WARWICKSHIRE LOCAL PLAN

Bidford-on-Avon Parish Council

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EXECUTIVE SUMMARY

This Transport Review has been prepared by NRP on behalf of Bidford-on-Avon Parish Council to support its representation to the South Warwickshire Local Plan Regulation 19 Consultation. The report considers the transport implications of Policy BID.1, which proposes approximately 2,225 dwellings, employment land and associated infrastructure at Land North and East of Bidford-on-Avon, and assesses whether the scale and location of growth align with national and local policy objectives for sustainable development.

The review finds that Bidford-on-Avon is currently highly car-dependent, with 85.9% of commuting journeys made by car and over 90% of households having access to at least one vehicle. Whilst the village benefits from a range of local facilities and an hourly bus service to Stratford-upon-Avon and Evesham, active travel infrastructure is fragmented, public transport provision is relatively limited and there is no railway station within the settlement. The nearest stations are located between 7.8km and 11.9km away, reducing the attractiveness of rail travel and increasing dependence on the private car.

An assessment of accessibility demonstrates that many key facilities and services are beyond a 10-minute walk from the proposed allocation. Whilst the development includes land for schools, employment land and a local centre intended to support internal trip-making, access to existing village facilities remains limited and much of the allocation's sustainability relies on the successful delivery of future infrastructure and services.

The review also considers the Strategic Transport Assessment prepared to support the Local Plan. This identifies existing and future highway capacity constraints within Bidford-on-Avon and proposes significant mitigation measures including a new river crossing, link roads and junction upgrades. Whilst these interventions improve network performance, the scale of highway infrastructure required raises concerns that the allocation is primarily reliant on increasing highway capacity rather than being located in a place that is inherently accessible by sustainable modes.

A comparative assessment has been undertaken using the Department for Transport Connectivity Tool and Connectivity Matrix, both specifically referenced within the 2026 National Planning Policy Framework as evidence to inform site selection. The assessment demonstrates that SG20 performs relatively poorly compared with other Strategic Growth Locations across South Warwickshire. The northern parcel achieves an overall connectivity score of 26.67 (40th percentile), whilst the eastern parcel scores 9.73 (10th percentile). Of the 23 comparable allocation sites assessed, 22 achieve higher overall connectivity scores than the northern parcel, with a number of alternative sites performing substantially better across walking, cycling, public transport and rail accessibility measures.

Overall, the evidence indicates that Bidford-on-Avon is not among the most accessible or sustainable locations identified for strategic growth within South Warwickshire. The proposed allocation would result in a large-scale development in a location with relatively weak sustainable transport connectivity and a significant reliance on highway mitigation. The review therefore concludes that the BID.1 allocation does not align with the vision-led approach to transport planning promoted by national policy and that consideration should be given to distributing growth to alternative, better-connected locations within the Local Plan area.

1 INTRODUCTION

1.1 Background

- 1.1.1 The South Warwickshire Local Plan (SWLP) is being jointly prepared by Stratford-on-Avon District Council and Warwick District Council to provide a single, statutory planning framework for the whole of South Warwickshire up to 2050.
- 1.1.2 The Plan is intended to replace the strategic elements of the existing Stratford-on-Avon Core Strategy and Warwick Local Plan, which are due for review, and will guide the future distribution and design of housing, and employment sites, whilst ensuring the delivery of necessary accompanying infrastructure and environmental enhancement across both districts.
- 1.1.3 The SWLP has progressed through a number of consultation stages, including:
- Scoping and Call for Sites (2021);
 - Issues and Options (2023);
 - Preferred Options (2025); and
 - Publication (Regulation 19) Consultation (2026).
- 1.1.4 The Regulation 19 (Publication) stage represents the fourth and final consultation phase before the SWLP is submitted to the Secretary of State for independent examination.

1.2 Purpose of Report

- 1.2.1 Norman Rourke Pryme (NRP) has been commissioned by Bidford-on-Avon Parish Council to undertake an independent review of the transport implications of the proposed allocation of Land to the North and East of Bidford-on-Avon (Policy BID.1) within the Regulation 19 South Warwickshire Local Plan. The allocation proposes approximately 2,270 dwellings, employment land and associated supporting infrastructure.
- 1.2.2 The findings of this assessment are intended to inform Bidford-on-Avon Parish Council's representation to the South Warwickshire Local Plan Regulation 19 Consultation and to assist in determining whether the scale and location of development proposed through Policy BID.1 accords with national and local planning objectives relating to sustainable patterns of growth and transport accessibility.

1.3 Structure of Report

- 1.3.1 This Regulation 19 Response report is set out as follows:
- Chapter 2 reviews the relevant national, regional and local planning and transport policy framework;
 - Chapter 3 examines the characteristics of Bidford-on-Avon, including existing travel behaviour, transport infrastructure, accessibility and sustainability credentials;
 - Chapter 4 assesses the proposed BID.1 allocation, including accessibility, highway access arrangements, transport impacts and overall suitability of the proposals;
 - Chapter 5 compares the BID.1 allocation against other Strategic Growth Locations within the South Warwickshire Local Plan using DfT Connectivity Tool and Connectivity Matrix data to assess relative accessibility and connectivity; and
 - Chapter 6 provides a summary of the key findings and sets out the report's conclusions.

2 POLICY

2.1 Introduction

2.1.1 The following documents will be referred to for policy as part of the review of Land to the North and East of Bidford-on-Avon as a Strategic Growth Location (SGL) within the South Warwickshire Local Plan (SWLP):

- National Planning Policy Framework (2026);
- South Warwickshire Local Plan;
- South Warwickshire Local Plan Transport Evidence Base;
- BID.1 Site Allocation Policy;
- Warwickshire Local Transport Plan;
- Warwickshire Local Cycling and Walking Infrastructure Plan;
- Bidford-on-Avon Neighbourhood Plan; and the
- Warwickshire Bus Service Improvement Plan, 2024.

2.2 National Planning Policy Framework (NPPF)- August 2026

2.2.1 The National Planning Policy Framework (NPPF) was first published in March 2012 and replaced the previous national planning policies that were set out in the various Planning Policy Guidance Notes and Statements. Regarding transport, the NPPF replaced policy contained within PPG13 (Transport).

2.2.2 The NPPF sets out the government's planning policies for England and how these are expected to be applied. Following its first publication in 2012, the NPPF has undertaken several revisions, including July 2018, February 2019, July 2021, February and December 2023, December 2024, and most recently in August 2026.

2.2.3 Chapter 15 focuses on the promotion of Sustainable Transport, with a rationalisation of plan-making and national decision-making policies, an increased emphasis upon the promotion of active travel, and the further embedding of a vision-led approach to transport in relation to both plan and decision-making.

Plan-Making Policies

TR1- Vision-led approach to planning for transport

2.2.4 Policy TR1 establishes a vision-led approach to transport planning, requiring sustainable transport considerations to be embedded from the earliest stages of plan-making and development site selection.

2.2.5 A key element of the policy is that new development should be directed to locations capable of supporting sustainable patterns of movement, making effective use of existing and planned transport infrastructure. In this context, the DfT Connectivity Tool is identified as an important evidence base to inform the assessment and selection of development sites, helping decision-makers understand accessibility to jobs, services and opportunities by different modes of transport.

2.2.6 The policy also encourages a mix of land uses that reduces the need to travel and shortens journey lengths, while safeguarding land and routes necessary to improve transport choice, including infrastructure for walking, wheeling, cycling and public transport.

2.2.7 Policy TR1 also proposes that plans may set thresholds for what constitutes a significant amount of movement in new development, where this could support the application of policies TR3 and TR6.

Policy TR2- Local Parking Standards

- 2.2.8 Policy TR2 requires development plans to set local parking standards for residential and non-residential development, in a way which aligns with the transport vision for the plan, and opportunities to promote sustainable transport.
- 2.2.9 Maximum parking standards are encouraged where such standards will support sustainable transport, optimise development densities in accessible locations, or manage local road networks.

National Decision-Making Policies

Policy TR3- Locating development in sustainable locations

- 2.2.10 Policy TR3 consolidates key decision-making principles for sustainable development patterns. The Connectivity Tool is specifically referenced as a tool that should be used in assessing the connectivity of particular locations proposed for development.
- 2.2.11 Policy TR3 outlines the requirement for development to be located where it can support sustainable travel patterns, maximise accessibility and make effective use of existing and planned transport infrastructure. For sites generating significant levels of movement, proposals should prioritise walking, wheeling, cycling and public transport, minimise the need to travel, and mitigate any transport impacts through sustainable measures. In rural areas, opportunities to improve wheeling, cycling and public transport and to enhance the connectivity of an area should be taken where they exist, and should be enhanced through development proposals.
- 2.2.12 The DfT Connectivity Tool can support this process by providing evidence on access to jobs, services and opportunities by different transport modes, helping to assess whether a location is genuinely sustainable and identifying opportunities to improve connectivity as part of development proposals.

TR4- Street Design, Access, and Parking

- 2.2.13 Policy TR4 sets out the approach that should be taken to ensure transport issues are considered from inception, and throughout the design stages of new schemes, contributing towards the creation of well-designed places. The policy includes additional provisions for incorporating facilities that prioritise sustainable transport and adds explicit references to meeting the needs of older people, children, and people with disabilities. The policy also directs users to national design guidance, including Manual for Streets and the forthcoming Design and Placemaking Planning Practice Guidance.

TR6- Assessing Transport Impacts

- 2.2.14 Policy TR6 clarifies that the choice between a transport assessment and a transport statement should be proportionate to the scale and significance of issues. The transport assessment and travel plan should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved.
- 2.2.15 The assessment of movement patterns and potential impacts of these should be based on an assessment of reasonable future year scenarios, taking into account potential cumulative impacts, multi-modal trip generation, the promotion of sustainable modes of travel, and realising the transport vision for the development itself. The assessment of development proposals should consider these potential impacts alongside other relevant policies including TR3 and TR4.
- 2.2.16 Policy TR6 outlines how development proposals should be refused if they would have a “severe adverse impact” on the transport network (including cumulative impacts), or an “unacceptable impact on highway safety”; both when taking into account any mitigation measures proposed, as well as any wider network improvements. This applies both during the construction phase and following completion.

TR8- Public Rights of Way

- 2.2.17 Policy TR8 provides additional guidance on extending the rights of way network where suitable opportunities exist. It also acknowledges that diversions may be acceptable where they maintain or enhance the overall route network.

2.3 South Warwickshire Local Plan

- 2.3.1 The South Warwickshire Local Plan (SWLP) is being jointly prepared by Stratford-on-Avon District Council and Warwick District Council to provide the single planning framework for the whole of South Warwickshire up to 2050, forming a core element of the area's development plan.
- 2.3.2 The SWLP is intended to replace the strategic elements of the existing Stratford-on-Avon Core Strategy and Warwick Local Plan, and will guide the future distribution of housing, employment, infrastructure and environmental enhancement across both districts.
- 2.3.3 The SWLP has progressed through a number of consultation stages, including:
- Scoping and Call for Sites (2021)
 - Issues and Options (2023)
 - Preferred Options (2025)
 - Publication (Regulation 19) Consultation (2026)
- 2.3.4 The SWLP development strategy has been refined since original scoping work in 2021, with the following 7 spatial options originally considered:
- Option A: Rail Corridors.
 - Option B: Main Bus Corridors.
 - Option C: Main Road Corridors.
 - Option D: Enterprise Hubs
 - Option E: Socio-economic
 - Option F: Main Urban Areas
 - Option G: Dispersed
- 2.3.5 These spatial options were then refined through public consultation into 5 options before the hybrid strategy of sustainable travel and economy was agreed as the most appropriate approach for South Warwickshire.
- 2.3.6 Policy DS.2 outlines the SWLP development strategy and emphasises the importance of locating development within reach of existing facilities, and providing new services on site where there is an identified need so that 20-minute neighbourhood principles are achieved. Policy DS.2 also outlines the role of development in promoting active travel, and improving access to public transport will play in determining the distribution and scale of new development.
- 2.3.7 The policy identifies Strategic Growth Locations (SGLs) across South Warwickshire, including Land to the North and East of Bidford-on-Avon (Proposal BID.1), which forms the focus of this Report.
- 2.3.8 Policy DS.4 'Strategic Site Principles' sets out the key principles that these sites must comply with, in order to contribute to the achievement of the SWLP Strategic Objectives. The policy outlines how SGLs are required through their layouts to prioritise pedestrian and cycle connectivity both within the site and to existing settlements and key destinations beyond the site boundary.

- 2.3.9 The policy also outlines how SGLs must be delivered with regard to the Infrastructure Delivery Plan (IDP), providing an appropriate mix of uses, infrastructure and community facilities that are well located to support walkable twenty-minute neighbourhoods.
- 2.3.10 Bidford-on-Avon is classified as a main service centre within Policy DS.8, which states that small-scale and medium-scale development proposals will be supported in principle within the built-up area boundaries.
- 2.3.11 Policy DS.18 of the SWLP Regulation 19 specifies key principles for delivering well-designed places. With regards to movement, the policy requires new development to:
- Prioritise active travel movements, both in the site and adjoining neighbouring areas;
 - Create a genuine choice of sustainable transport modes, taking account of the diverse needs of all the potential users;
 - Enhance the movement network, creating routes and spaces that are safe, accessible, inclusive, convenient, direct, coherent, comfortable, and attractive, promoting activity and social interaction; and
 - Promote opportunities to deliver future connections and do not prejudice the development potential of adjoining land.
- 2.3.12 Policies ID.2, ID.3, and ID.5 focus upon infrastructure delivery with policy ID.2 outlining how priority will be given to early provision of high-quality public transport, walking and cycling infrastructure to enable sustainable travel patterns from the outset.
- 2.3.13 Policy ID.3 references the requirement for Proposal BID.1 to safeguard land for the delivery of a link between B439 Stratford Road, and B4085 Honeybourne Road, through the Site.
- 2.3.14 Policy ID.5, 'Sustainable Transport Accessibility' outlines how proposals will be supported where they:
- Demonstrate that they are in sustainable locations where travel distances can be minimised, and the use of sustainable travel modes maximised. This means minimising additional travel demand and where demand is generated, maximising the use of sustainable travel modes;
 - Ensure that access points are safe for all users and that impacts on the transport network have been mitigated; and
 - Have regard to the Infrastructure Delivery Plan, and where applicable, contribute towards its identified objectives.

2.4 South Warwickshire Local Plan Transport Evidence Base

- 2.4.1 Baseline reports were prepared for SGL Sites by AECOM on behalf of SDC and WDC, including for Bidford-on-Avon, referred to within this section as Site SG20. These reports helped inform subsequent master planning work, and the production of Concept Masterplan Reports.
- 2.4.2 The Transport topic proforma within the SG20 Baseline Report, produced in May 2026, identifies Active Travel and Public Transport Strategies, both of which had not been made available for review at the time of writing.
- 2.4.3 Furthermore, a Gap Analysis identified missing data considered critical to informing the SWLP:

- Up-to-date traffic survey data relating to the highway network within the Site area;
- An audit of key walking and cycling routes to / from the site;
- A review of the relevance of 2021 Census data;
- Review of the most recent accident history for the local area; and
- Wider Transport Strategy work for the SWLP commissioned by the Council, but not currently available.

- 2.4.4 The Baseline Report also identified key constraints within Bidford-on-Avon including the existing severance effects of the A46 and B439, existing limited provision of formal active travel infrastructure to support local trips, and the spatial distribution of services outside of Bidford (including secondary school and employment) leading to a high proportion of out-commuting.
- 2.4.5 Key opportunities within Bidford-on-Avon identified include promoting active travel through connections to, and between, the proposed LCWIP cycle routes, developing a clearer road hierarchy, introducing public transport interchange / mobility hubs, upgrading of the existing PRow network, and supporting the viability of bus services, and improving walking connections to bus stops.
- 2.4.6 Warwickshire County Council (WCC) have commissioned SLR Consulting to provide traffic modelling analysis to support the Strategic Transport Assessment (STA) for the new sites within the South Warwickshire Local Plan (SWLP). The STA has informed the assessment of potential effects on the highway network brought about by delivery of the SGL Sites within the SWLP, and to identify any transport infrastructure requirements including measures needed to support sustainable travel patterns and mitigate the impacts of development on the wider highway network.

2.5 BID.1 Allocation Policy

- 2.5.1 Policy BID.1 within the SWLP Regulation 19 identifies Land to the North and East of Bidford-on-Avon as a SGL.
- 2.5.2 The site is proposed to deliver approximately 2,225 new homes, together with associated infrastructure and supporting facilities. In addition, a related allocation (BID.1a) proposes around 11 hectares of employment land to support local job creation and economic growth as part of this mixed-use urban extension to be delivered between 2033-2050.
- 2.5.3 The allocation forms a key component of the SWLP growth strategy and reflects Bidford-on-Avon's designation as a Main Sustainable Settlement (MSC) within the settlement hierarchy.
- 2.5.4 Key Development and land use requirements include:

- The delivery of a minimum of 2,225 homes in the period up to 2050;
- Provision of affordable housing in accordance with Policy DS.4;
- Care home / assisted living facilities / retirement homes;
- 8 pitches for Gypsies and Travellers;
- Educational facilities including the provision of land for a primary school, a secondary school, and an early years facility;
- Local Centre comprising a Convenience Store, and other retail outlets;
- 11 hectares of employment / light industrial research and development land required;
- Open space positioned at the development edges, particularly towards the northwest of the site to preserve Broom's identity as a separate settlement;
- Tree lined primary movement corridor; and
- Public Right of Way and cycle links.

- 2.5.5 The Site will be required to make provisions for active transport infrastructure which accord with local and national active and sustainable transport policies and guidance, including 20-minute neighbourhood principles. The Site will need to provide links to future LCWIP proposals of the old railway line and will provide the stretch of the LCWIP which will link to the A46.
- 2.5.6 The Site should provide a primary movement corridor between Waterloo Road and Stratford Road, which will connect throughout the scheme, and will provide the main vehicular access route through the site, along with safe active transport links.
- 2.5.7 The development will have three vehicular accesses, one from each end of the primary movement corridor at Stratford Road and Waterloo Road respectively, and another off Waterloo Road to the northwest parcel of land which is separated from the rest of the Site by Waterloo Road.
- 2.5.8 The following highways infrastructure will be directly delivered by the development on or adjacent to the site:
- A new river crossing over the River Avon;
 - Land allocated for a link to the Stratford to Bidford proposed disused railway cycle path;
 - Partial signalisation of the A46/B439 Roundabout;
 - Signalisation of B439/Waterloo Road T-junction;
 - Delivery of a link between B439 Stratford Road, and B4085 Honeybourne Road, through BID.1;
 - New link between Bidford Road/Victoria Road, and Waterloo Road, and a new link between Grafton Lane, and Waterloo Road; and
 - A restriction of Bidford Bridge to a one-way system no longer allowing northbound crossing.
- 2.5.9 It should be noted that these highways improvements are also stipulated by the Infrastructure Delivery Plan (IDP) accompanying the SWLP.
- 2.5.10 The development must connect to existing bus services. The policy also states that provision of additional infrastructure to facilitate additional public transport on and near to the site, would be viewed favourably.

2.6 Warwickshire Local Transport Plan

- 2.6.1 Warwickshire's Local Transport Plan (LTP4), adopted in 2023, establishes the County Council's strategic approach to transport planning and investment. The plan seeks to deliver a safe, sustainable and efficient transport network that supports economic prosperity, improves health and wellbeing, promotes active and sustainable travel, and contributes towards the county's net-zero carbon ambitions. LTP4 provides the overarching policy framework for transport interventions and development proposals across Warwickshire.
- 2.6.2 LTP4 is structured around four core themes of Environment, Wellbeing, Economy and Place, and is supported by a series of strategies covering active travel, public transport, motor vehicles, freight, safer travel and the management of road space.
- 2.6.3 LTP4 seeks to increase the proportion of trips made by walking, wheeling, cycling and public transport, helping to reduce car dependency, improve health outcomes and support the County Council's net-zero ambitions. New developments are therefore expected to provide high-quality active travel infrastructure, and to maximise opportunities to provide access to the public transport network, and as part of this consider potential demand from new development, to facilitate sustainable travel choices from the outset.
- 2.6.4 The plan recognises that transport and development planning need to work together to deliver sustainable development. Growth should be located and designed in ways that reduce the need to travel and improve access to jobs, education, services and leisure opportunities by sustainable modes.

2.7 Warwickshire Local Cycling and Walking Infrastructure Plan

- 2.7.1 Approved in February 2024, the Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP) is Warwickshire County Council's long-term strategic plan for developing and improving walking, wheeling and cycling infrastructure across the county. Its overarching aim is to create a safe, attractive and accessible environment for walking, wheeling and cycling, making these modes the natural choice for shorter everyday journeys and recreational trips.
- 2.7.2 The LCWIP acknowledges that, as a growing rural settlement, there are opportunities to increase walking and cycling for local journeys, particularly to schools, shops, services, employment areas and public transport connections within Bidford-on-Avon.
- 2.7.3 The Network Plan for the Stratford District identified a number of existing issues relating to walking and cycling within and surrounding Bidford-on-Avon including:
- A lack of footway provision along the B439 between the village centre and health centre;
 - A lack of safe crossing opportunities for pedestrians along the B439 corridor; and
 - Incomplete and missing cycling infrastructure along key routes into Bidford-on-Avon village centre.
- 2.7.4 The document identifies the B439 Towerhill and Bidford High Street as an Active Travel Zone, which forms the highest priority within the LCWIP for walking-focussed interventions. Measures for improvement include footway widening, pedestrian crossing facilities, public space improvements, seating and planting, waymarking and cycle parking, supported by slower speed limits and car parking management.
- 2.7.5 Provision of a footway/ cycle track along the B439 Stratford Road (Bidford on-Avon - Health Centre) is also identified.
- 2.7.6 Several routes along the Stratford to Bidford disused railway are also identified as appropriate for delivery of a multi-user traffic free route:

- Routes X27- Broom to Bidford Health Centre;
- Route X28- Bidford Health Centre to Welford; and
- Route X29 - Welford to Stratford.

2.7.7 Delivery of these traffic-free routes would provide a continuous traffic free cross country route between Stratford-upon-Avon and Bidford-on-Avon, as well as connect with the Two Shires Greenway, another traffic-free route proposed between Salford Priors and Evesham via Harvington (routes X24 and X26).

2.8 Bidford-on-Avon Neighbourhood Plan

- 2.8.1 The Bidford-on-Avon Neighbourhood Development Plan (NDP) was prepared by Bidford-on-Avon Parish Council and formally "made" in July 2017. The NDP covers the period 2011-2031 and forms part of the statutory Development Plan for the parish, which includes the village of Bidford-on-Avon, and surrounding hamlets of Barton, Broom and Marlcliff.
- 2.8.2 The NDP establishes a community-led vision for the Neighbourhood Area, seeking to accommodate sustainable growth, whilst maintaining the character of the parish and enhancing local facilities.
- 2.8.3 The Plan is structured around four principal themes: housing, economy, environment, and neighbourhood amenities.
- 2.8.4 The Bidford-on-Avon Neighbourhood Development Plan (2017) does not contain a dedicated transport chapter; however, transport and accessibility themes run through a number of policies and supporting text.
- 2.8.5 Policy AM6: Promoting Walking and Cycling, seeks to improve opportunities for active travel across the parish. The policy states that proposals which either adversely affect existing walking and cycling routes or fail to encourage appropriate new walking and cycling opportunities will not be supported, and where appropriate, CIL funds should be used to enhance and expand existing Public Rights of Way (PRoW).
- 2.8.6 The NDP places considerable emphasis on sustainable development and ensuring that people can access employment, services and community facilities. The Plan identifies concerns regarding the historic pattern of growth to the north of the village, noting that this has increased the distance between some residential areas and the historic village centre and local facilities.
- 2.8.7 The neighbourhood plan includes Policy ECON4: Parking in the Village Centre, recognising that parking provision is an important factor in supporting the vitality and viability of Bidford's local centre and businesses.
- 2.8.8 The NDP highlights longstanding local concerns about infrastructure keeping pace with housing growth. The Plan notes that Bidford-on-Avon experienced significant expansion as a Main Rural Centre and that infrastructure investment did not always accompany development. The NDP states that Bidford-on-Avon has changed from a relatively small community working locally, to a large village where over 75% of the working population commutes.
- 2.8.9 In developing its housing strategy, the NDP references Stratford-on-Avon District Council's assessment of village capacity, which considered factors including:
- Access to employment;
 - Public transport provision; and
 - Proximity to key community facilities.

2.9 Warwickshire Bus Service Improvement Plan, 2024

- 2.9.1 The Warwickshire Bus Service Improvement Plan (BSIP) 2024 sets out the County Council's strategy for improving bus services across Warwickshire through an Enhanced Partnership with operators. Its key objectives are to deliver more reliable, frequent and affordable services, improve passenger information, simplify ticketing, enhance infrastructure, and increase patronage. The BSIP also seeks to protect socially necessary services and improve access to employment, education and key services.
- 2.9.2 Although the BSIP is countywide and does not identify major bus-priority schemes specifically for Bidford-on-Avon, the village lies on an important corridor connecting:
- Stratford-upon-Avon;
 - Alcester;
 - Evesham; and
 - Wider connections towards Warwick, Leamington Spa and Redditch via interchange opportunities.
- 2.9.3 These links are particularly important given that the Stratford-on-Avon District has one of the lowest levels of bus commuting in Warwickshire, with the BSIP recognising the need to improve connectivity between villages and market towns.

2.10 Summary

- 2.10.1 The NPPF, South Warwickshire Local Plan, Local Transport Plan and supporting evidence base all place significant emphasis on locating growth in accessible locations, delivering walkable neighbourhoods, prioritising walking, wheeling, cycling and public transport, and ensuring that the impacts of development can be accommodated without unacceptable effects on highway safety or network operation. The policy framework establishes a clear expectation that strategic growth should be directed to locations that are inherently sustainable, well connected to services and opportunities, and capable of supporting sustainable patterns of movement. The subsequent chapters therefore assess the extent to which the BID.1 allocation accords with these policy objectives and whether the scale of development proposed can be sustainably accommodated within Bidford-on-Avon.

3 BIDFORD-ON-AVON

3.1 Introduction

- 3.1.1 The following Chapter provides an overview of the characteristics of the village of Bidford-on-Avon, a riverside village located within the county of Warwickshire and the South Warwickshire District. Key demographic characteristics will be outlined, alongside an analysis of existing travel characteristics including existing data sets available on mode share and car ownership levels within the Village.
- 3.1.2 This Chapter will also provide a review of the existing transport network, including the strategic and local highway, public transport, and active travel network, as well as an analysis of the Village's highway safety record.
- 3.1.3 This review will then contribute to an overall assessment of the Village's sustainability with regards to supporting additional development.

3.2 Bidford-on-Avon

- 3.2.1 Bidford-on-Avon is a large rural village in Stratford-on-Avon District, Warwickshire, located approximately 10 km south-west of Stratford-upon-Avon and 8 km north of Evesham. The settlement occupies a strategic position on the River Avon and is connected to the wider highway network via the B439, which links the village to Stratford-upon-Avon and the A46, and the B4085, which provides connections towards Evesham and surrounding settlements.
- 3.2.2 Bidford-on-Avon is classified as a main service centre within Policy DS.8 of the emerging South Warwickshire Local Plan (SWLP) Reg 19, which states that small-scale and medium-scale development proposals will be supported in principle within the built-up area boundaries.

Village Demographics

- 3.2.3 2021 Census data at the Output Area (OA) has been interrogated in order to establish a demographic profile for the five Output Areas which cover the BID.1 Strategic Growth Allocation Site and surrounding area, as summarised in Tables 3.1 to 3.6 below.

Table 3.1: Bidford-on-Avon Residents Demographic Profile, All Usual Residents by Sex

Sex	2021 Output Areas E00158990, E00158991, E00158992, E00158997, and E00159001	
	Count	Percentage (%)
Female	898	52.0%
Male	828	48.0
All Usual Residents	1,726	100%

Table 3.2: Bidford-on-Avon Residents Demographic Profile, All Usual Residents by Age

Age	2021 Output Areas E00158990, E00158991, E00158992, E00158997, and E00159001	
	Count	Percentage (%)
Aged 4 years and under	82	4.8%
Aged 5 to 9 years	92	5.3%
Aged 10 to 15 years	90	5.2%
Aged 16 to 19 years	62	3.6%
Aged 20 to 24 years	62	3.6%
Aged 25 to 34 years	160	9.3%
Aged 35 to 49 years	286	16.6%
Aged 50 to 64 years	449	26.0%
Aged 65 to 74 years	240	13.9%
Aged 75 to 84 years	158	9.2%
Aged 85 years and over	44	2.5%
<i>Total</i>	<i>1725</i>	<i>100.0%</i>

Table 3.3: Bidford-on-Avon Residents Demographic Profile, Household Size

Household Size	2021 Output Areas E00158990, E00158991, E00158992, E00158997, and E00159001	
	Count	Percentage (%)
Total Households	769	100.0%
1 person in household	201	26.1%
2 people in household	326	42.4%
3 people in household	132	17.2%
4 people in household	78	10.1%
5 people in household	23	3.0%
6 people in household	6	0.8%
7 people in household	1	0.1%
8 or more people in household	2	0.3%

Table 3.4: Bidford-on-Avon Residents Demographic Profile, All Usual Residents by Economic Activity Status

Economic Activity	2021 Output Areas E00158990, E00158991, E00158992, E00158997, and E00159001	
	Count	Percentage (%)
All usual residents aged 16 years and over	1459	100.0%
Economically active (excluding full-time students) Total	845	57.9%

Employee Full-Time	457	31.3%
Employee Part-Time	170	11.7%
Self Employed (with and without employees)	191	13.1%
Unemployed	27	1.9%
Economically active and a full-time student Total	18	1.2%
Economically inactive Total	596	40.8%
Retired	402	27.6%
Student	46	3.2%
Looking After Home or Family	59	4.0%
Long-term Sick or Disabled	53	3.6%
Other	36	2.5%

Table 3.5: Bidford-on-Avon Residents Demographic Profile, All Usual Residents by Occupation

Occupation	2021 Output Areas E00158990, E00158991, E00158992, E00158997, and E00159001	
	Count	Percentage (%)
All usual residents aged 16 years and over in employment	839	100.0%
1. Managers, directors and senior officials	188	22.4%

2. Professional occupations	157	18.7%
3. Associate professional and technical occupations	97	11.6%
4. Administrative and secretarial occupations	76	9.1%
5. Skilled trades occupations	102	12.2%
6. Caring, leisure and other service occupations	55	6.6%
7. Sales and customer service occupations	70	8.3%
8. Process, plant and machine operatives	28	3.3%
9. Elementary occupations	66	7.9%

- 3.2.4 The resident population is broadly balanced by sex, with females accounting for a slight majority (52.0%) and males comprising 48.0% of residents. This indicates a relatively even demographic profile.
- 3.2.5 Bidford-on-Avon has a notably older age profile, with over half of residents (51.6%) aged 50 or over. The largest age group is those aged 50 to 64 (26.0%), while comparatively small proportions are aged 16 to 24 (7.2%). This suggests a mature population with a significant proportion of older residents who may have specific accessibility and mobility needs.
- 3.2.6 The area is characterised by smaller households, with two-person households accounting for the largest proportion (42.4%), followed by one-person households (26.1%). Larger households of five or more people are relatively uncommon, comprising just 4.2% of all households.
- 3.2.7 The majority of residents aged 16 and over are economically active (59.1% including full-time students), with full-time employment representing the largest employment category. A substantial proportion of residents are economically inactive (40.8%), largely reflecting the relatively high number of retired residents (27.6%), consistent with the area's older age profile. Unemployment is low at 1.9%.
- 3.2.8 Residents are predominantly employed in higher-skilled occupations. Managers, directors and senior officials (22.4%) and professional occupations (18.7%) together account for over two-fifths of all employed residents. Skilled trades also represent a notable sector (12.2%), while process, plant and machine operatives form a relatively small proportion of the workforce (3.3%). Overall, the occupational profile suggests a comparatively skilled and professionally employed resident population.

3.3 Mode Share, Car Ownership, and Other Key Travel Characteristics

Mode Share

- 3.3.1 The 2011 Census 'QS703EW - Method of Travel to Work' data has been analysed for the five Output Areas which cover the BID.1 Strategic Growth Allocation Site and surrounding area. The results are summarised by Table 3.6 below.

Table 3.6: 2011 Census 'QS703EW- Method of Travel to Work'

Mode of Travel	Average across 2011 Output Areas E00158990, E00158991, E00158992, E00158997, and E00159001		
	Persons	Percentage (%)	Adjusted
Work mainly at or from home	131	11.4%	Discounted
Underground, metro, light rail, tram	0	0.0%	0.0%
Train	5	0.4%	0.8%
Bus, minibus or coach	15	1.3%	2.3%
Taxi	0	0.0%	0.0%
Motorcycle, scooter or moped	5	0.4%	0.7%
Driving a car or van	559	49.0%	85.9%
Passenger in a car or van	24	2.1%	3.6%
Bicycle	11	0.9%	1.6%
On foot	29	2.6%	4.5%
Other	4	0.4%	0.7%
Not in employment	356	31.5%	Discounted
<i>Total</i>	<i>1139</i>	<i>100.0%</i>	<i>100.0%</i>

- 3.3.2 The figures have been adjusted to remove those respondents who are either not in employment or mainly work from home, to demonstrate the split of those who do commute regularly.

- 3.3.3 The adjusted figures show that 85.9 percent of those who commute to work do so driving a car or van, which is significantly higher than the national average for England and Wales of 60.7 percent. More sustainable modes of transport such as walking, cycling, public transport, and car sharing equates to 12.8 percent of all journeys, when combined. This is significantly lower than the England and Wales national average of 32.7 percent.

3.4 Car Ownership

- 3.4.1 The 2021 Census 'QS416EW – Car or Van Availability' data has been analysed for the for the five Output Areas which cover the BID.1 Strategic Growth Allocation Site and surrounding area. Lower Super Output Area (LSOA) E01014796, 'North Somerset 003C', which covers the proposed development site and the surrounding area. The results are summarised in Table 3.7 below.

Table 3.7: 2021 Census 'QS416EW - Car or Van Availability'

Vehicles per Household	Average across 2021 Output Areas E00158990, E00158991, E00158992, E00158997, and E00159001		
	Count	Percentage (%)	Number of cars and vans
No car or van	69	9.3%	0
1 car or van	284	37.7%	284
2 cars or vans	284	36.3%	568
3 or more cars or vans	128	16.6%	384
<i>Total</i>	<i>765</i>	<i>100%</i>	<i>1236</i>

- 3.4.2 The level of car ownership within the Strategic Growth Allocation Site surroundings is higher than the national average. The percentage of households without access to a car or van is 9.3%, compared to 25.6% for England & Wales. Approximately 91% of households within the LSOA had access to at least one car or van, above the average of 74.4% across households in England and Wales. There are a total of 1,236 cars or vans across 765 households, with an average of 1.6 cars or vans per household.

3.5 Local Highway Network

- 3.5.1 The B439, running east-west between the A46 and Stratford-upon-Avon, acts as the main strategic route serving the village of Bidford-on-Avon. The B439 provides connections to the east towards Stratford, and west towards Salford Priors and the wider strategic road network via the A46. The B439 is subject to a 30mph speed limit as it passes through the village centre, before transitioning to 50mph on departure from the village to the east and west.
- 3.5.2 The village High Street runs parallel to the B439 to the south and connects to the B439 at its eastern end. The High Street to the eastern end operates with a one-way westbound arrangement and contraflow bus lane with a one-way access loop formed along Icknield Street, which then connects to the High Street further west via Church Street. The High Street connects with the B4085 via a crossroads junction, with the western-most section of the High Street forming a cul-de-sac with pedestrian and cyclist access only through to the B439. The High Street and surrounding road network are subject to a 30mph speed limit.

- 3.5.3 The B4085, intersecting the B439 and High Street, passes through the village centre and crosses the River Avon via the historic Bidford Bridge, linking the village with the settlements of Marlcliff, Cleeve Prior, Littleton, and eventually Evesham to the south and west. The bridge is a key network constraint due to its historic nature and limited capacity. The B4085 within Bidford is subject to a 30mph speed limit, before transitioning to 50mph on departure from the village to the south.
- 3.5.4 The A46 can be accessed approximately 1.8km west of the Village High Street, which provides connections to Evesham, approximately 7.5km south west of Bidford-on-Avon with onward connections through southern Worcestershire towards Gloucestershire and the M5, along with the A44 approximately 9km south-west of Bidford-on-Avon, connecting Worcester with northern Gloucestershire and The Cotswolds. To the north east, the A46 provides an alternative route towards Stratford-upon-Avon, Warwick, and Kenilworth, before connecting with the A45 and A444 on the south-western edge of Coventry, along with onward connections north via the A435 towards Birmingham via Redditch. The A46 provides connections to the M40 motorway, running between London and Solihull, at junction 15, approximately 22km east of Bidford-upon Avon.
- 3.5.5 The northern portion of the BID.1 Strategic Growth Allocation Site adjoins the highway network via Bidford Road to its western boundary, Waterloo Road to its centre, Mill Lane and George's Elm Lane along its northern boundary, and Wixford Lane and Grafton Lane along the eastern and southern boundaries. Bidford Road and Waterloo Road provide direct connections between Bidford-on-Avon village Centre and existing residential areas to the north, and operate with two lanes, whilst George's Elm Lane, Wixford Lane, and Grafton Lane operate as single-track access lanes of varying widths. Bidford Road within the vicinity of the Site is subject to a 40mph speed limit, before reducing to 30mph on approach to the village centre at the junction with Jacksons Meadow. Mill Lane within the vicinity of the Site is subject to a 40mph speed limit within proximity of Broom, before transitioning to the National Speed Limit (NSL) to the east of the existing junction with the private road Aspley Close. Waterloo Road, George's Elm Lane, and Wixford Road within the vicinity of the Site's northern portion are also subject to the NSL, before Waterloo Road transitions down to 40mph at an initial village gateway feature, and then to 30mph south of the Site at a section of priority narrowing traffic calming just north of the junction with Damson Way.
- 3.5.6 Grafton Lane and the B439 bisect the eastern portion of the BID.1 Strategic Growth Allocation Site. Grafton lane is subject to the NSL up until on approach to the village centre, where the speed limit transitions down to 30mph, just north of the junction with Hill View Road. The B439 is subject to a 50mph speed limit on approach to the village, before transitioning down to 30mph to the east of the junction with Grafton Lane.

Existing Highway Network Performance

- 3.5.7 A Site visit undertaken on the 24th of August 2026 highlighted significant queuing on the B4085 south bound approach to the High Street signalised junction, and the Bidford Bridge, which current operates with a two-way operation. The photos shown in Figure 3.1 below were taken whilst out on Site and were taken at 11:30am, during the morning inter-peak, suggesting queueing may exceed the levels observed during the morning peak hour when traffic flows are typically higher.

Figure 3.1: Road Conditions within Bidford Village Centre- Queueing on the B4085



- 3.5.8 The SWLP Regulation 19 Policy Proposal BID.1 references transport modelling work undertaken as part of the Strategic Transport Assessment (STA), that indicates that the existing road network within Bidford is ill-equipped to accommodate additional traffic resulting from the proposed strategic growth. This STA work is reviewed in further detail within Chapter 4 of this Report.

Highway Safety Record

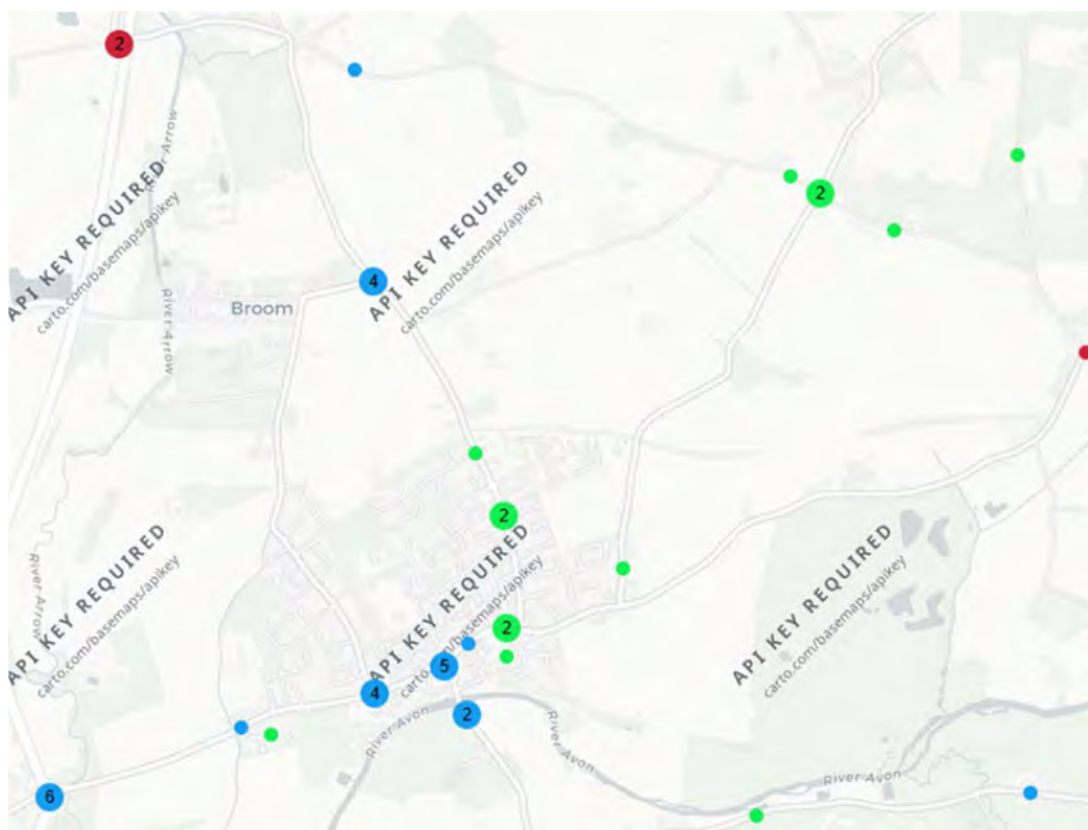
- 3.5.9 Recorded Personal Injury Collisions (PICs) for the 5-year period 01/01/2020 - 31/12/2024 have been assessed for the highway network of interest. This includes:

- The B439 corridor and associated junctions;
- The A46 corridor and associated junctions;
- The B4085 corridor and associated junctions;
- Waterloo Road and associated junctions;
- Wixford Road and associated junctions;
- Grafton Lane and associated junctions;
- Bidford Road and associated junctions; and
- Bidford-on-Avon High Street.

- 3.5.10 PICs are classed as Fatal, Serious or Slight and comprise of one or more casualties.

- 3.5.11 A total of 2 fatal, 13 serious and 27 slight collisions were recorded across the whole network during the 5-year assessment period. An overview of recorded PICs can be seen by mode and severity in Figure 3.2 below represented by a green colour for a slight collision, blue for a serious collision and black for a fatal collision.

Figure 3.2: Recorded PIC Record (01/2020 – 01/2025)



3.5.12 The junctions and links at which accidents occurred on the highway network are summarised by Table 3.8 below.

Table 3.8: Total Personal Injury Collision Record (January 2020 – January 2025)

Date	Location	Casualties ¹		
		Fa	Se	Sl
Junction – Stratford Road and Wixford Road				
04/08/2024	Mid junction at give way	1	2	0
Link – A46				
14/07/2021	On main carriageway	1	0	0
Junction – Wixford Road with Grafton Lane				
13/07/2021	Mid Junction entering Grafton Lane	0	0	1
20/06/2019	Mid Junction entering Grafton Lane	0	0	1
Junction – Waterloo Road with Bidford Road				

24/06/2022	Approaching junction at Waterloo Road with Bidford Road	0	1	0
26/09/2019	Approaching junction at Waterloo Road with Bidford Road	0	1	3
28/03/2024	Approaching junction at Waterloo Road with Bidford Road	0	1	0
12/07/2024	Approaching junction at Waterloo Road with Bidford Road	0	0	1
Junction – Salford Priors Roundabout				
30/05/2024	On the roundabout	0	0	1
14/08/2024	On the roundabout	0	0	1
04/09/2022	On the roundabout	0	0	1
10/04/2023	On the roundabout	0	0	1
17/01/2021	On the roundabout	0	0	1
Link – Wixford Road				
02/07/2022	On main carriageway	0	0	1
24/10/2019	On main carriageway	0	0	1
02/08/2020	On main carriageway	0	1	0
Junction – Damson Way with Waterloo Road				
15/12/2022	On Damson way approaching junction with Waterloo Road	0	0	1
Link – Waterloo Road				
04/10/2024	Along carriageway	0	0	1
17/08/2022	Along carriageway	0	0	1
Link – Grafton Lane				
01/05/2019	Along carriageway	0	0	1
Junction – B439 Tower Hill with Waterloo Road				
02/01/2019	B439 at junction with Waterloo Road	0	0	1
Link – B429 Tower Hill				
04/06/2024	On main carriageway	0	0	1
16/08/2020	On main carriageway	0	1	0
Junction – Roundabout connecting B439, B4085, Salford Road and Bramley Way				
03/06/2024	Leaving the roundabout entering B439 Tower Hill	0	0	1
26/04/2021	On the roundabout	0	1	0

03/06/2020	On the roundabout	0	0	1
Link – B439 Salford Road				
16/09/2020	On main carriageway, 200m from roundabout	0	1	0
31/10/2022	On main carriageway, 10m from nearest bus stop	0	1	0
17/10/2024	On main carriageway, 15m from nearest bus stop	0	0	1
29/12/2023	On main carriageway, outside Crawford Memorial Hall	0	0	1
28/03/2019	On main carriageway' outside Crawford Memorial Hall	0	1	0
24/03/2022	On main carriageway, 25m away from nearest junction with Avon Close	0	1	0
Link – Avon Way				
21/01/2024	On the main road	0	0	1
Link – B4085 Honeybourne Rd				
20/05/2024	On main carriageway	0	1	0
17/11/2019	On main carriageway	0	0	1
Junction -- B4085 Honeybourne Rd and High Street				
15/10/2023	Approaching junction between B4085 and High Street	0	0	1
Link – High Street				
06/02/2019	On main carriageway	0	0	1
Total		2	13	27

- 3.5.13 In total, 42 people have suffered personal injuries as a result of 37 recorded collisions on the highway network of interest during the specified time period. Of these collisions, there were two fatalities, 13 people suffered serious injuries, and 27 people received slight injuries.
- 3.5.14 Two fatal collisions were recorded in the area, the first occurring on the A46 between a driver and cyclist where the cyclist was killed. The cyclist was heading north along the A46 and was impacted from the back on the main carriageway. The second fatal collision occurred between the Stratford Road and Wixford Road Junction involving 2 cars. The driver of the first car was killed, whilst the passenger and driver of the other vehicle both sustained serious injuries.
- 3.5.15 Four collisions occurred at the Waterloo Road/ Bidford Road junction, three of which were serious and one of which was slight but had 3 casualties affected. Three collisions occurred on the roundabout connecting the B439, B4085 and Bramley Way, one was serious involving a cyclist and car and two of which were slight incidents. Five collisions occurred on the B439 Salford Road, four of which were serious and two were slight.
- 3.5.16 Analysis of collision data on the highway network of interest over the previous five years of available data indicates that there has been a significant number of collisions with various contributory factors involving vulnerable road users, with a high proportion involving casualties incurring serious injuries.

3.6 Local Active Travel Network

Local Walking and Wheeling Network

- 3.6.1 Bidford-on-Avon village centre is supported by a network of continuous footway provision, with the High Street and adjoining walking routes along the B439 Tower Hill generally of an acceptable standard with regards to footway width, and surface quality.
- 3.6.2 Pedestrian provision at key junctions within the village centre however generally falls below acceptable standards, with the B439/ B4085 roundabout junction, B439/ High Street and B439/ Waterloo Road priority junctions, and the B4085/ High Street signalised crossroads all currently lacking up-to-standard dropped kerb and tactile paving provision.
- 3.6.3 Bidford Road, running along the western boundary of the BID.1 Strategic Growth Allocation Site is served by continuous footway provision from within Broom, south in the direction of Bidford-on-Avon. The footway width and surface quality varies along this route, and this route currently lacks formalised crossing points, or side road junction treatments. Mill Lane along the Site allocation's northern boundary is served with a narrow footway along the northern side of the carriageway, which ties in with existing footway provision in Broom. However, to the east, this provision stops prior to the junction with Waterloo Road. Waterloo Road, George's Elms Lane, Wixford Road, and Grafton Lane within the vicinity of the northern portion of the BID.1 site allocation lacks any provision for pedestrians.
- 3.6.4 Waterloo Road is served with footway provision from the northern extent of Bidford-on-Avon's residential footprint, with provision for pedestrians then continuous in the direction of the village centre, with footway widths and footway surface condition of a generally acceptable quality. The route is supported by a combination of controlled and uncontrolled crossing points, but it should be noted that the route is steep on departure from the village centre, heading north towards the Site.
- 3.6.5 Footway provision within the vicinity of the eastern portion of the BID.1 site allocation is available from just north of the junction with Hill View Road on Grafton Lane, and along the B439, only to the west of the junction with Grafton Lane. Footway provision along Grafton Lane varies in terms of footway width, with several pinch points caused by narrow footway along this route.

Public Right of Way Network

- 3.6.6 Figure 3.3 below shows the location of the existing Public Rights of Way (PRoW) network within Bidford-on-Avon and the surrounding area.

Figure 3.3: Public Rights of Way within Bidford-on-Avon



- 3.6.7 As demonstrated above, Bidford-on-Avon is served by an extensive Public Rights of Way network, including traffic-free routes from Wixford and Broom to the north, and south east and west of the river towards Bickmarsh and Barton.
- 3.6.8 Route AL21 runs parallel to Waterloo Road and provides a traffic-free connection south through a housing development through to Bidford High Street.
- 3.6.9 The village's historic railway corridor is particularly significant within the active travel network. The former Stratford-upon-Avon to Honeybourne railway alignment, locally referred to as the "Cinder Path", provides an attractive largely traffic-free route north towards Stratford-upon-Avon. Whilst parts of this route are currently permissive rather than recorded public rights of way, it forms a key component of local walking and cycling movements and is identified for further enhancement through the Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP).

Local and Strategic Cycling Network

- 3.6.10 The existing cycle network within Bidford-on-Avon is characterised by a reliance on on-carriageway cycling. The absence of dedicated cycle facilities on key routes and associated junctions including the B439, B4085, High Street, Waterloo Road and Victoria Road reduce the attractiveness, comfort and perceived safety of these routes, and may deter cycling. The village centre highway network is subject to a 30mph speed limit, which along with the congested highway network, may also deter less confident on-carriageway cyclists, with LTN 1/20 stating how a 20mph mixed-traffic environment is generally regarded as comfortable for cycling by a broad range of users when traffic flows are below 2,500 vehicles per day.
- 3.6.11 A short section of shared footway-cycleway, demarcated with painted lines is provided along Waterloo Road between junctions with St Laurence Way and Marleigh Road, before transitioning to on-carriageway cycling on approach to the village centre.

- 3.6.12 The existing highway network within proximity of the northern portion of the BID.1 Strategic Growth Allocation Site lacks any dedicated infrastructure for cyclists, and is unsuitable for on-carriageway cycling with Bidford Lane, Waterloo Road, George’s Elms Lane, Wixford Lane, and Grafton Lane subject to speed limits greater than 40mph. The B439 and Grafton Lane within proximity of the eastern portion of the BID.1 Strategic Growth Allocation Site also lack dedicated infrastructure for cyclists, with speed limits and existing traffic flows exceeding the recommended limits for mixed-traffic routes.
- 3.6.13 The nearest section of the National Cycle Network (NCN) is Route 41, an incomplete long distance cycle route between Bristol to Rugby accessible approximately 8km south of the centre of Bidford-on-Avon, passing through Honeybourne on its way between Evesham and Long Marston. However, existing connections from Bidford are poor given the distance, and high-speed nature of the B4085 south of the Bidford bridge.
- 3.6.14 NCN Route 41 connects to NCN Route 5 (the Stratford Greenway) within Long Marston, providing a 5-mile traffic-free connection to Stratford-upon-Avon, as well as to the Cotswold Line route (NCN 442) linking Honeybourne, Moreton-in-Marsh, and Hanborough in Oxfordshire.

LCWIP

- 3.6.15 A key element of the future active travel strategy is the delivery of the Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP) walking and cycling improvements proposed for Bidford-on-Avon and surrounding areas.
- 3.6.16 The village centre, including the High Street, and the B439 running through the village are identified as an Active Travel Zone and a priority area for walking-focussed interventions. Measures for improvement include footway widening, pedestrian crossing facilities, public space improvements, seating and planting, waymarking and cycle parking, supported by slower speed limits and car parking management.
- 3.6.17 Provision of a footway/ cycle track along the B439 Stratford Road, between the village centre and the heath centre is also identified.
- 3.6.18 Several routes along the Stratford to Bidford disused railway are also identified as appropriate for delivery of upgrades to provide a multi-user traffic free route, including:
- Routes X27- Broom to Bidford Health Centre;
 - Route X28- Bidford Health Centre to Welford; and
 - Route X29 - Welford to Stratford.
- 3.6.19 Delivery of these traffic-free route improvements would provide a continuous traffic free cross country route between Stratford-upon-Avon and Bidford-on-Avon, as well as connect with the Two Shires Greenway, another traffic-free route proposed between Salford Priors and Evesham via Harvington (routes X24 and X26).
- 3.6.20 The emerging Local Plan identifies this route as an important strategic active travel corridor and seeks to safeguard and deliver sections through the BID.1 Allocation.

3.7 Public Transport Network

Bus Services and Infrastructure

- 3.7.1 The nearest set of bus stops to the eastern portion of the Site, ‘Tower Croft’ are located on the B439, Tower Hill, approximately 300m north east from the centre of the development parcel. These stops are served by the 28 service route. ‘Bidford Church’ bus stops are located on the High Street, approximately 800m west of the centre of the southern development parcel, and are served by the 28, 241 and 247 bus services. These stops have a flagpole and bus cage, but no shelter.

- 3.7.2 Several sets of bus stops are located on Waterloo Road, with 'Wellington Road' stops located within close proximity (approximately 800m) from the centre of the Site allocation's northern parcels, either side of Waterloo Road, and served by the 241 and 247 bus services. An additional stop is located further north along Waterloo Road, north of the junction with George's Elm Lane, however this is not easily accessible, given the lack of footway provision along Waterloo Road in this location.
- 3.7.3 These stops on Waterloo Road are served by the Stagecoach 247 Service, which runs between Redditch and Evesham. The 247 runs with a frequency of three buses per day. The 28 service also run by Stagecoach, has stops placed in the south of Bidford-on-Avon and is more frequent than the 247, with one service per hour starting at 05:30am until 18:33pm.
- 3.7.4 A summary of the local bus service timetable information is set out in Table 3.9 below.

Table 3.9: Bus Services accessible within Bidford-on-Avon

Service	Day	First Bus	Services per Day (approximate frequency ¹)	Last Bus
<i>28 from Stratford-upon Avon to Evesham</i>				
Southbound- Stratford-upon-Avon to Evesham via Bidford-on-Avon	Weekday	05:39	13 (60 mins)	18:33
	Friday	05:39	13 (60 mins)	18:33
	Saturday	07:14	12 (60 mins)	18:27
	Sunday	09:14	5 (120 mins)	17:47
	Bank Holidays	09:14	5 (120 mins)	17:47
Northbound- Evesham to Stratford-upon-Avon via Bidford-on-Avon	Weekday	06:36	14 (60 mins)	19:46
	Friday	06:36	14 (60 mins)	19:46
	Saturday	08:32	12 (60 mins)	19:49
	Sunday	10:33	5 (120 mins)	19:05
	Bank Holidays	10:33	5 (120 mins)	19:05
<i>247 Redditch - Evesham</i>				
<i>Southbound to Evesham from Redditch via Bidford-on-Avon</i>	Weekday	10:21	3 (3 hours)	17:53
	Friday	10:21	3 (3 hours)	17:53
	Saturday	10:21	3 (3 hours)	16:41
	Sunday	-	-	-
	Bank Holidays	-	-	-
<i>Northbound to Redditch from Evesham via Bidford-on-Avon</i>	Weekday	09:14	2 (2 hours)	11:34
	Friday	09:14	2 (2 hours)	11:34
	Saturday	11:34	3(2 hours)	17:54

	Sunday	-	-	-
	Bank Holidays	-	-	-

Notes: [1] Frequency may vary slightly through the day e.g. during peak/ off-peak periods.

* Bank holiday services may vary.

- 3.7.5 The bus network serving Bidford-on-Avon provides relatively frequent connections to the key settlements of Stratford-upon-Avon, and Evesham via Service 28, which operates throughout the week and provides the most frequent and comprehensive service, whilst Service 247 offers more limited connections between Redditch and Evesham.
- 3.7.6 There are also scheduled bus services dedicated to school and college students that only operate during term time, providing public transport opportunities for students travelling to educational establishments in the surrounding area. These include Services 240, 241, and 243, which provide connections between Bidford-on-Avon and Alcester Academy and Alcester Grammar School, as well as Service 247S, a school-day variant of the 247 service.
- 3.7.7 There is also a Flexibus service, the 212, accessible from 'Albion Terrace' stops on Bidford Road within the Hamlet of Broom, running a limited three services a day between Stratford-upon-Avon and Redditch.

Rail Services

- 3.7.8 The nearest rail stations and stations to Bidford-on-Avon are Honeybourne Station, Stratford-upon-Avon and Evesham, located 7.8km, 11.9km, and 11.3km away, respectively.
- 3.7.9 Table 3.9 below provides a summary of the rail service operators and services available from each station.

Table 3.10: Nearby Rail Services

Service	Day	First Train	Services per day (approximate frequency ¹)	Last Train
<i>From Stratford-upon-Avon</i>				
North towards Birmingham Moor Street and Snow Hill – Chiltern Railways (West Midlands Zone)	Weekday	06:06	34 (30 mins)	23:30
	Saturday	07:26	37 (30 mins)	23:20
	Sunday	09:12	18 (60 mins)	20:06
South towards London Marylebone – Chiltern Railways	Weekday	06:31	16 (60 mins)	21:33
	Saturday	07:31	18 (60 mins)	23:30
	Sunday	09:36	7 (120 mins)	20:36
<i>From Honeybourne Station</i>				
North from London Paddington to Hereford – GWR Cotswold Line	Weekday	05:46	18 (60 mins)	22:29
	Saturday	06:42	16 (60 mins)	21:49

	Sunday	09:32	15 (60 mins)	23:32
South from Hereford to London Paddington – GWR Cotswold Line	Weekday	05:43	19 (60 mins)	23:20
	Saturday	07:31	17 (60 mins)	23:30
	Sunday	08:42	14 (60 mins)	21:42
<i>From Evesham Station</i>				
North from London Paddington to Hereford – GWR Cotswold Line	Weekday	05:53	19 (60 mins)	22:36
	Saturday	07:40	17 (60 mins)	23:44
	Sunday	09:39	15 (60 mins)	23:38
South from Hereford to London Paddington – GWR Cotswold Line	Weekday	06:31	21 (60 mins)	23:12
	Saturday	07:31	18 (60 mins)	23:22
	Sunday	08:37	14 (60 mins)	21:31

- 3.7.10 Whilst Bidford-on-Avon has access to the rail network via Stratford-upon-Avon, Honeybourne and Evesham stations, rail accessibility is constrained by the absence of a railway station within the settlement itself. All three stations are located beyond the recommended reasonable cycling distance of 5km (CIHT), and whilst both Stratford and Evesham rail stations are located on the 28 bus route, these services run hourly, and additional modal interchange may reduce the attractiveness of rail travel for some users.
- 3.7.11 Stratford-upon-Avon Station provides relatively frequent connections towards Birmingham Moor Street and Snow Hill, with services generally operating every 30 minutes on weekdays and Saturdays. However, services towards London Marylebone are less frequent, typically operating on an hourly basis, with Sunday frequencies reducing to approximately one train every two hours.
- 3.7.12 Honeybourne and Evesham stations, located on the Great Western Railway Cotswold Line, provide direct services towards London Paddington and Hereford. Both stations benefit from broadly hourly services throughout the day, with service frequencies reducing on weekday evenings and weekends.
- 3.7.13 Rail accessibility is an important component of overall connectivity and sustainable travel. Settlements with direct access to rail services can provide residents with access to a wider range of employment, education and leisure opportunities whilst helping to reduce reliance on private vehicle travel. The significance of rail accessibility is reflected within the DfT Connectivity Tool, and a comparative assessment of rail accessibility across the South Warwickshire Strategic Growth Locations is therefore provided in Chapter 5.

3.8 Sustainability of Village Location

- 3.8.1 Bidford-on-Avon occupies a strategic location between Stratford-upon-Avon and Evesham and benefits from access to a range of everyday services and facilities including schools, healthcare facilities, local retail provision, community facilities and some limited employment opportunities.
- 3.8.2 However, travel behaviour data indicates that the village remains highly dependent on the private car. Census data for the area surrounding the village centre shows that over 85% of commuting trips are undertaken by private vehicle, whilst more than 90% of households have access to at least one car or van. Furthermore, evidence prepared for the Bidford-on-Avon Neighbourhood Plan suggests that a significant proportion of residents commute to employment opportunities outside the village, reflecting the relatively limited local employment base. Collectively, this indicates that Bidford-on-Avon does not currently function as a self-contained settlement in employment terms and is unable to facilitate a substantial proportion of commuter trips by sustainable modes. Whilst Policy DS.2 of the South Warwickshire Local Plan seeks to direct growth towards locations capable of supporting 20-minute neighbourhood principles, the village's existing travel patterns demonstrate limited alignment with these objectives. Walking, cycling and public transport mode shares remain substantially below national averages, highlighting the dominance of car-based travel and reflecting both the rural context of the settlement and deficiencies within the existing sustainable transport network.
- 3.8.3 The village's existing active travel network presents a mixed picture. Whilst the village centre benefits from continuous footway provision and is further supported by an existing Public Rights of Way network, infrastructure for walking and cycling is often fragmented and inconsistent. The Warwickshire LCWIP identifies several deficiencies, including missing footways, limited pedestrian crossing opportunities and a lack of dedicated cycling infrastructure on key routes. Many routes approaching the village are unsuitable for less confident cyclists due to higher traffic speeds and the absence of dedicated facilities. These issues currently constrain opportunities for sustainable local journeys.
- 3.8.4 Whilst Bidford-on-Avon benefits from regular bus services connecting the village to Stratford-upon-Avon, Evesham and a number of surrounding settlements, the quality of public transport provision remains relatively limited when assessed against the objectives of NPPF Policy TR3 and the accessibility principles promoted through the DfT Connectivity Tool. The hourly Service 28 provides the principal public transport link and offers reasonable access to key services and employment opportunities; however, service frequencies are significantly lower than those typically associated with locations considered highly accessible by public transport. The more limited 247 service operates only a handful of journeys per day and therefore provides little flexibility for commuting, education or other everyday travel purposes. Furthermore, evening and Sunday service provision is comparatively sparse, restricting travel opportunities outside traditional daytime periods.
- 3.8.5 Rail accessibility represents one of the village's principal transport constraints and its absence within the village further increases reliance on the bus network and private car for longer-distance travel. Although rail services are available from Stratford-upon-Avon, Honeybourne and Evesham, none of these stations are located within convenient walking or cycling distance of the village, and all require an additional journey by car or bus. This limits the attractiveness of rail travel for everyday journeys and reduces the overall level of sustainable transport accessibility when compared with settlements that benefit from direct rail access.
- 3.8.6 The policy framework set out within the SWLP places considerable emphasis on improving sustainable transport accessibility and reducing reliance on private vehicle travel. Policy TR3 requires development proposals to maximise opportunities for walking, wheeling, cycling and public transport use, whilst Policy DS.4 seeks to ensure that strategic development is integrated with existing settlements through high-quality pedestrian and cycle connections. Similarly, Policy DS.18 requires development to prioritise active travel, provide genuine transport choice and create movement networks that are safe, accessible, direct, coherent and attractive for all users. However, the existing transport network within Bidford-on-Avon exhibits many shortcomings in relation to these policy aspirations, particularly in respect of cycling infrastructure, pedestrian connectivity and public transport accessibility.

4 SUITABILITY OF THE PROPOSED SITE ALLOCATION

4.1 Proposed Development

- 4.1.1 The proposed mixed-use development would form an urban extension for the large village of Bidford-on-Avon. The development, which would come forward through the Local Plan period, would comprise a minimum of 2,225 dwellings to be supported by:
- Two primary schools,
 - An early years facility,
 - A secondary school,
 - Local centre,
 - Employment land,
 - Discount food retailer,
 - Care, assisted living and retirement facilities,
- 4.1.2 Infrastructure will be provided to support the urban extension, including a new link road from north to south around the east of the village as well as sustainable urban drainage systems, public open spaces and active travel links.

4.2 Proposed Highway Infrastructure

- 4.2.1 The proposed development will be supported by a new link road to alleviate the impacts of the development as well as the existing traffic constraints within Bidford-on-Avon. The proposed link road is sinuous in nature and can be broken into multiple sections. The southernmost extent of the link road is a connection to Honeybourne Road, south of the River Avon, which will extend eastward, crossing the River Avon at a new bridge before rotating northeasterly and into the southernmost residential element of the development.
- 4.2.2 The link road continues north until it crosses Stratford Road approximately 450m from the existing village gateway before turning west and connecting into the existing Grafton Lane. The link road then turns northbound and follows the existing alignment of Grafton Lane. The link road diverts to the west before crossing the historic rail line, the link road then turns north-west and west before connecting to Waterloo Road.
- 4.2.3 The north-westernmost section of the link road connects Waterloo Road to Bidford Road and routes directly east to west through a parcel of land to the north of Bidford-on-Avon.

4.3 Accessibility

- 4.3.1 The South Warwickshire Local Plan places a strong emphasis on the creation of sustainable, walkable communities through the application of 20-minute neighbourhood principles. Policy DS.2 (Spatial Development Strategy) seeks to direct development to locations where residents can access services and facilities without reliance on the private car, either through proximity to existing provision or through the delivery of new facilities as part of the development.
- 4.3.2 The South Warwickshire Local Plan states that Strategic Growth Locations and New Settlements should be planned to support walkable 20-minute neighbourhoods, with development delivering an appropriate mix of uses, infrastructure and community facilities that reduce the need to travel and support travel by sustainable modes. This has been interpreted as key facilities and services being located within a 10-minute walk of the site, allowing a return journey to be completed within approximately 20 minutes.

- 4.3.3 Using an average walking speed of 1.4m/s, as identified within the CIHT *Guidelines for Providing for Journeys on Foot* (2000), a 10-minute walk equates to a distance of approximately 800m. Facilities located within this distance are therefore considered to accord with the South Warwickshire Local Plan's walkable 20-minute neighbourhood principles.

Local Facilities and Services

- 4.3.4 A review of facilities and services within the local area has been undertaken to identify the provision available within walking and cycling distance of the allocation. These facilities, together with their distances and walking and cycling journey times from the site, and their compliance with local policy, are presented in Table 4.1. below.

Table 4.1: Local Facilities including Distances and Walking and Cycling Times

Facility	Distance	Walking Time (minutes)	Cycling Time (minutes)	Accordance with Policy	
				Walk	Cycle
Public Transport					
Tower Croft Bus Stop	130m	2	1	Y	Y
Crossroads Bus Stop	2,060m	24	9	N	Y
Albion Terrace Bus Stop	1,410m	17	5	N	Y
Cleve Road Bus Stop	2,067m	24	9	N	Y
Education					
Bidford on Avon C of E Primary	1,300m	17	4	N	Y
Bidford Bright Starts Nursery	1,200m	17	5	N	Y
Employment					
Vision Design and Manufacturing	1,400m	19	4	N	Y
Bidavon Industrial Estate	1,400m	18	4	N	Y
Health					
Bidford Health Centre	903m	12	4.5	N	Y
Bidford Pharmacy	990m	10	5	N	Y
Leisure					
Bidford Grange Golf Course	1,730m	28	8	N	Y
Kings Meadow Park	1,553m	18	7	N	Y
Retail					

Finishing Touch Hair Salon	1,157m	12	5	N	Y
One Stop	1,138m	12	5	N	Y
Londis	1,514m	15	6.5	N	Y
Co-op Food	1,431m	15	6.5	N	Y
Billy Shears Hairdresser	1,181m	13	5.5	N	Y
Food and Drink					
Maypole Butchers	1,086m	17	3	N	Y
The Village Cafe	850m	11	2	N	Y
The Bridge	1,000m	13	3	N	Y
The Frog	1,100m	14	3	N	Y
Other					
Bidford on Avon Post Office	1,500m	18	6	N	Y
Broom Village Hall	1,700m	17	5	N	Y
Bidford News	1,925m	13	5	N	Y
Richard Fantom Eyecare	973m	12	5	N	Y

Education

- 4.3.5 The National Travel Survey (NTS) 2024 identifies the modal split of trips to school made by school age children. For the 5-10 year old group (primary school pupils) it has been identified that 51% walk to school, 43% travel by car and just 2% travel by bus. For the 11-16 year old group (secondary school pupils) it has been identified that 37% walk to school, 30% travel by car and 18% travel by bus. Walking is the main mode of transport for trips under one mile for both primary and secondary school pupils, whereas for trips of over two miles the predominant mode of transport becomes the car for primary school children and the bus for secondary school children
- 4.3.6 As presented in Table 4.1, there is one primary school and one nursery within cycling distance of the allocation. There are no secondary schools within walking or cycling distance of the allocation. There are no schools within walking distance of the allocation.
- 4.3.7 Two primary schools and one secondary school are proposed for the allocation, which would be within a 10 minute walking distance.

Employment

- 4.3.8 The modal split of commuter trips is set out by NTS 2024. Car travel is the predominant mode and accounts for 66% of all commuter trips in rural areas whilst rail and bus accounts for 13%, walking for 14%, cycling for 4% and 3% for other modes. Commuting trips typically take longer than trips for other purposes with the average commuter trip taking 31 minutes.
- 4.3.9 There are few employment opportunities in Bidford on Avon, with the key area being Bidavon Industrial Estate only within cycling distance of the allocation site.

- 4.3.10 Employment is proposed as part of the allocation so some residents will be within a 10 minute walking distance of the development.

Health

- 4.3.11 Trips for personal business and escort account for 17% of all trips (NTS 2024). Personal business includes visits to services or medical consultations whilst escort trips are those made to accompany somebody else
- 4.3.12 There are some health services within cycling distance of the allocation, with the closest pharmacy and doctors surgery located >1km away from the site.

Leisure

- 4.3.13 Leisure trips account for 28% of all trips with a higher proportion of all trips for leisure purposes on weekends than weekdays (NTS 2024). Just under half of all leisure trips are to visit friends whilst the remainder are for purposes such as entertainment, sport, holidays or day trips.
- 4.3.14 There are some places to eat and drink within cycling distance of the allocation. Each are located >1,200m from the site slightly out of walking distance.

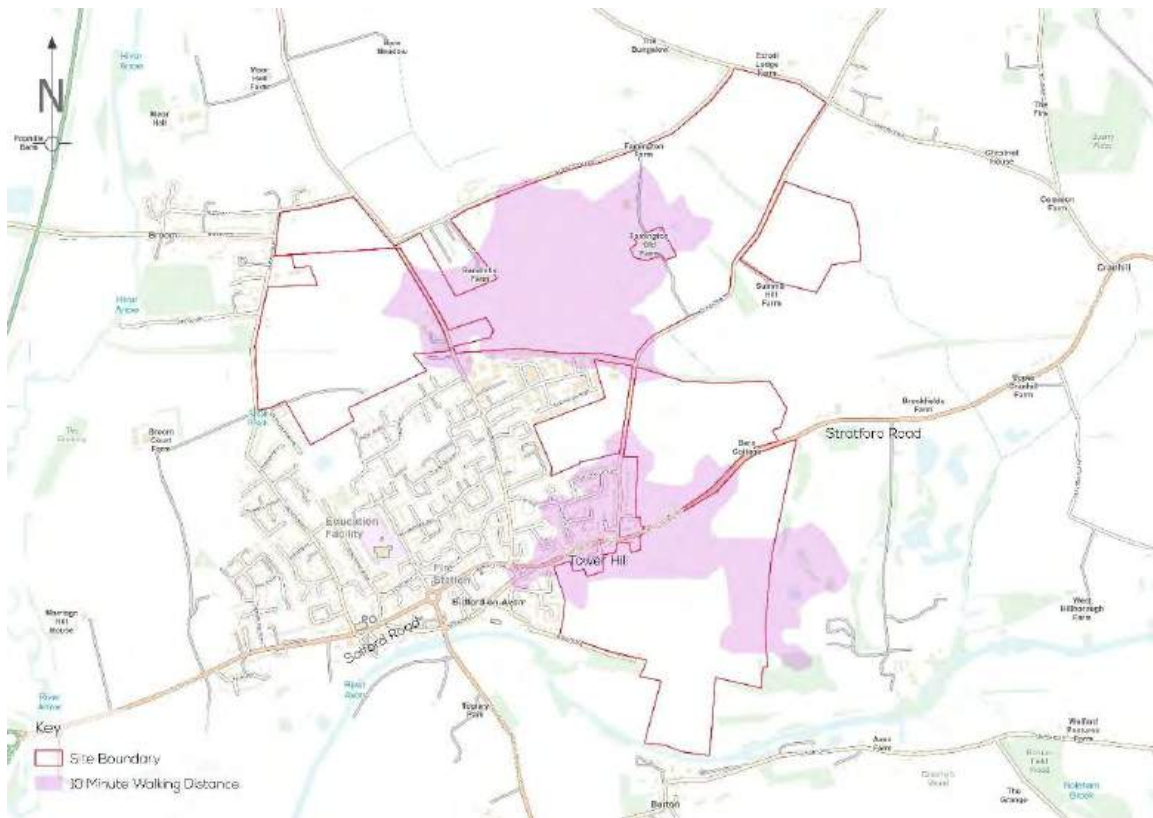
Shopping

- 4.3.15 Shopping trips account for 18% of all trips with 65% of these being made by car, 29% by walking and 4% by bus (NTS 2024). The average person makes between 3-4 shopping trips per week.
- 4.3.16 There are several shops in the vicinity of the proposed development, with the closest being One stop, approximately 1,200m from the centre of the allocation. All are outside of walking distance from the centre of the allocation.
- 4.3.17 There is a neighbourhood centre proposed as part of the allocation, however It is not confirmed what this will consist of.

Accessibility Summary

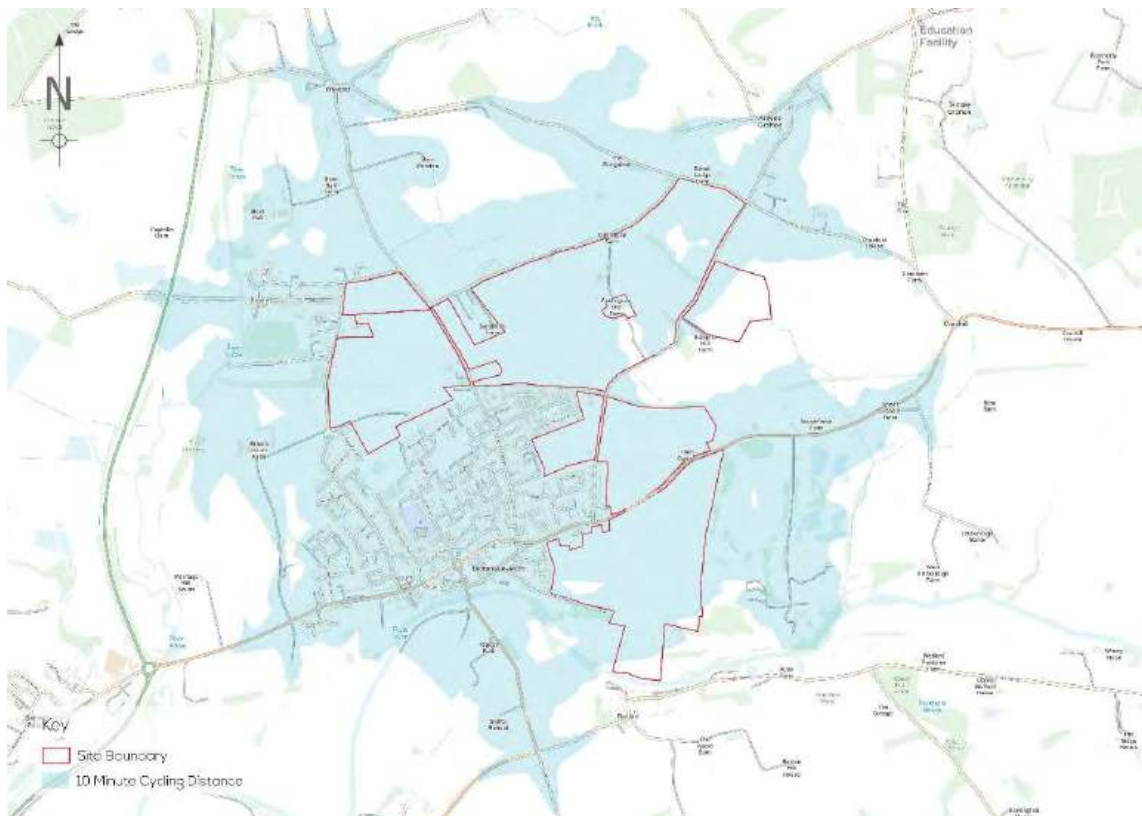
- 4.3.18 The walking, cycling and public transport isochrones are shown by Figure 4.1 – Figure 4.3 below and in Appendix A.

Figure 4.1: 10 minute walking isochrones



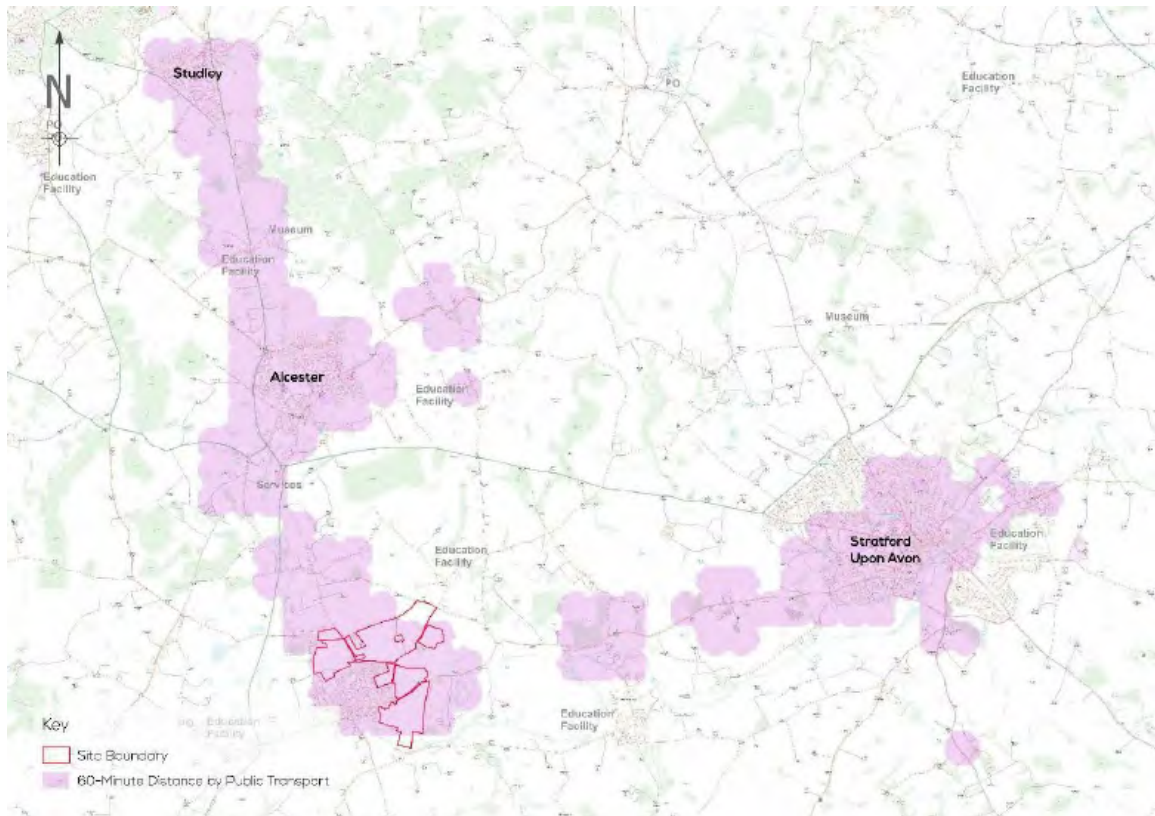
4.3.19 The walking isochrones demonstrate that only Tower Hill bus stops are within walking distance from the centre of both the northern and eastern parcels of development. Any access to facilities would be isolated to the future development proposals.

Figure 4.2: 10 minute cycling isochrones



4.3.20 Figure 4.2 highlights that the facilities within Bidford on Avon and proposed internal development facilities are within a 10 minute cycling distance of the centre of development.

Figure 4.3: 1 hour PT isochrones



- 4.3.21 The public transport isochrone shows how far residents could get by bus in the morning peak. It demonstrates that Stratford upon- Avon and Alcester are within 1 hour's bus journey of the centre of development.

4.4 Highway Access

- 4.4.1 The proposed development will be supported by a new link road to alleviate the impacts of the development as well as the existing traffic constraints within Bidford-on-Avon. The proposed link road is sinuous in nature and can be broken into multiple sections. The southernmost extent of the link road is a connection to Honeybourne Road, south of the River Avon, which will extend eastward, crossing the River Avon at a new bridge before rotating northeasterly and into the southernmost residential element of the development.
- 4.4.2 The link road continues north until it crosses Stratford Road approximately 450m from the existing village gateway before turning west and connecting into the existing Grafton Lane. The link road then turns northbound and follows the existing alignment of Grafton Lane. The link road diverts to the west before crossing the historic rail line, the link road then turns north-west and west before connecting to Waterloo Road.
- 4.4.3 The north-westernmost section of the link road connects Waterloo Road to Bidford Road and routes directly east to west through a parcel of land to the north of Bidford-on-Avon.
- 4.4.4 The proposed allocation would feature 10 vehicle access locations; details of each have been set out below. Junction locations have been assessed on their location only, as the exact nature of the junctions has not been set out.

B4085 Honeybourne Road Access

- 4.4.5 The B4085 Honeybourne Road Access is located approximately 500 metres south of the existing Bidford Bridge and is currently subject to a 50mph speed limit, which would have to be reduced to ensure enough visibility can be achieved to deliver a junction at this location safely. The visibility to the north can be seen in the photograph below.



- 4.4.6 Following on-site observations of the proposed access location and the surrounding area, serious concern has been raised over the viability of delivering a safe junction as the local sense of place is not conducive to low speeds.
- 4.4.7 The area is very rural in nature, and the carriageway is quite straight in both directions, apart from the bend immediately north of the access location. The resulting form of the area would be expected to promote high vehicle speeds and therefore would need a comprehensive reimagining of the local highway network. Concern is raised this would not feel natural due to its straight and rural nature, which would make it less likely to be adhered to and will also be unpopular with residents.

B439 Tower Hill Access

- 4.4.8 An access point is proposed at Tower Hill in the east of Bidford-on-Avon, located approximately 200 metres from the junction of Tower Hill and Waterloo Road. The proposed junction location is subject to a 30mph speed limit and is located on a steep hill, as can be seen in the photograph below looking west from the access location.



- 4.4.9 Concerns are raised at this location that adequate vertical visibility can be achieved for vehicles to safely egress from the site. Due to the local topography of the area and alignment of the road, it does not appear possible for westbound vehicles on Tower Hill to see the junction or vehicles turning into or out of it.

B439 Stratford Road Access

- 4.4.10 The proposed link road dissects the B439 Stratford Road approximately 450 metres east of the existing village gateway. The section of the B439 is subject to a 50mph speed limit and is rural in nature. A photograph of the visibility to the west can be seen in the image below.



- 4.4.11 The existing nature of the route promotes higher vehicle speeds; therefore, a comprehensive reimagining of the area will be required. This section of the masterplan does feature employment land which would create a more urban space; however, concerns around vehicle speeds on approach to the village still remain.

Grafton Lane Access

- 4.4.12 Grafton Lane is proposed to be repurposed from its current form as a rural lane to the link road through the development. It is not clear how the link road will connect to the existing highway network at this location, as no access point has been identified on the masterplan. There will be an access into a parcel of land to the west of Grafton Lane. The existing nature of Grafton Lane can be seen in the photograph below.



- 4.4.13 On-site measurements identified a width of approximately 4.4 metres, which is not wide enough for a link road. This would result in the removal of the hedgerow on one side of the carriageway; it is not clear why this existing route can not be used for an active travel connection, saving the hedgerow and routeing the link road elsewhere, which would be less environmentally destructive and create an active travel provision for local residents.

Waterloo Road Southern Access

- 4.4.14 Three access locations are proposed within 300 metres of each other on Waterloo Road, which is considered an unnecessary level of development; each has been reviewed individually, starting with the southern access.
- 4.4.15 The southern access is routed through a woodland to the west of Waterloo Road immediately north of the priority narrowing gateway feature leading into Bidford-on-Avon. The access location is subject to a 40mph speed limit, which would be expected to be reduced. The main concern for the access location is its location between two existing junctions; there would be access junctions located immediately north and south of the proposed access location, which raises safety concerns. These can be seen in the photographs taken at the proposed access location below.



Waterloo Road Central Access

- 4.4.17 A central access point has been proposed approximately 180 metres north of the southern access, due to the rural nature of the road, it is currently inaccessible for pedestrians; however, there are vertical visibility concerns from a crest in the road, as can be seen in the photograph below, this raises safety concerns as vehicle will not be able to see the oncoming junction and may not be able to sufficiently slow down on approach.



Waterloo Road Northern Access

- 4.4.18 Approximately 120 metres north of the Central Access point, a third access junction is proposed. It is not clear why the northern and central access points could not be delivered as one access junction, which could form a village gateway. The link road is proposed to be an attractive alternative route to travelling through Bidford-on-Avon; the current arrangement past Waterloo Road is unnecessarily convoluted and will not be attractive to trips that would otherwise travel through Bidford-on-Avon.

Bidford Road Access

- 4.4.19 The westernmost extent of the link road will connect to Bidford Road in the village of Broom. The junction is proposed to be adjacent to Kings Lane where there is currently a 40mph speed limit. It is not clear what sort of junction would be proposed at this location however, a T-junction should be avoided as it would create a dangerous cross-road situation with Kings Lane. Visibility is considered achievable in both directions. As can be seen in the images below.



Valour Road Access

- 4.4.20 A small parcel of land is proposed to be accessed through a residential area in the north of Bidford-on-Avon; the access is proposed to extend a cul-de-sac into a new housing parcel. The access route appears to be a private drive that does not appear to be built to adoptable standards, as can be seen in the image below.



- 4.4.21 Serious concerns are raised about the viability and suitability of the above proposals. Land ownership is not understood in the area, but it would appear that the private drive does not abut the boundary of the existing development, with a strip of land potentially under the control of a third party which would create a ransom strip situation that would render the development inaccessible. This access is not considered deliverable.

Jackson Meadow Access

- 4.4.22 A second access point has been identified for this parcel of land which appears to be within the boundary of the site and does not clearly connect to the outside network. This may be providing access to existing dwellings that are within the proposed development area, which should be confirmed.

4.5 Predicted Travel Demand

- 4.5.1 Warwickshire County Council (WCC) have commissioned SLR Consulting to provide traffic modelling analysis to support the Strategic Transport Assessment (STA) for the new sites within the South Warwickshire Local Plan (SWLP). A Technical Note (TN) was produced to outline the modelling results and impact of the Bidford-on-Avon Proposals; the TN is included in Appendix B for reference.
- 4.5.2 The modelling work tested 3,120 dwellings and 11ha of employment land for the SG20 application. The trip rates were provided to SLR by WCC and were not included within the report. The trip generation of the development has been presented as a combined total and therefore cannot be retrospectively interrogated.

- 4.5.3 Trip distribution has been calculated using mobile networks database data provided to SLR by WCC, while this is not fundamentally incorrect as a methodology, there is no evidence of the validity of the distribution calculations which is fundamental to the modelling process.
- 4.5.4 Travel Demand has been assessed in four scenarios in the modelling which are set out below.
- 2050 Reference Case – A benchmark scenario including background traffic growth only, as there is no committed development in the area;
 - 2050 Local Plan Do Nothing – As per the reference case + the full development proposals;
 - 2050 Local Plan Do Minimum – As per the Do Nothing with mode shift demand adjustment applied;
 - 2050 Local Plan Do Something – As per the Do Minimum with highway mitigation included.
- 4.5.5 Travel demand in the area between the Reference Case and the Do-Nothing scenarios during the peak hours can be seen in the Table 4.2 below.

Table 4.2: Proposed Travel Demand

Scenario	0800-0900	1700-1800
2050 Reference Case	4,129	4,417
2050 Local Plan Do Nothing	4,641	4,977
Development Trips	512	560

- 4.5.6 The above table calculates the expected impact of the development by subtracting the Reference Case from the Local Plan Do Nothing Scenario, which suggests that for 3,120 dwellings and 11ha of employment, fewer than 600 vehicle trips would be expected in the peak period. This is considered an extremely low trip generation for the development. A broad estimate would identify approximately 1,500 vehicle trips during the peak hours for this level of residential development, before employment trips are even considered. It is likely that the modelling work undertaken to support the proposals significantly underestimates the impact of the proposed development.

4.6 Impact of Mixed Use Proposals

- 4.6.1 The proposed allocation identifies a number of secondary land uses to support the residential element of the site; these include employment land, education facilities and a local centre. The purpose of this is to internalise trips within the development and create opportunities for walking and cycling trips so the development is not car-dependent; this effect is called mode shift.
- 4.6.2 The report sets out the effects of mode shift on development traffic, where people who were travelling by car have chosen to switch to active or sustainable transport. SLR have calculated the impact of the proposed development at 0.38% reduction in vehicle trips. This reduction is considered effectively imperceptible, which is concerning for a development of this scale. For such a strategic site, it would be expected that significant mode shift could be achieved if the site was designed and located sustainably.

4.7 Impact on the Transport Network

- 4.7.1 The Do Minimum modelling of the proposed development has identified significant capacity constraints on Waterloo Road, alongside capacity issues at the junction of B439 Tower Hill/Waterloo Road. In addition, the modelling identified issues with:

- A46/Salford Road/Station Road Roundabout; and
- B4085/Tower Hill Salford Road roundabout.

4.7.2 Six mitigation measures have been proposed to mitigate the impacts of the development at Bidford-on-Avon; these include junction updates at three locations:

- Bidford Bridge Signalised Crossroads – southbound only traffic restriction;
- A46/Salford Road/Station Road Roundabout – partial signalisation; and
- B439 Tower Road/Waterloo Road Ghost Island T-Junction - signalisation.

4.7.3 And mitigation measures in the form of three new links:

- Honeybourne Road to Stratford Road link;
- Link to the North of Grafton Lane, and
- Waterloo Road to Bidford Road Link.

4.7.4 The above schemes can be seen in the extract from the SLR report.



4.7.5 The result of the improvements identified above reduces queueing at the junctions within central Bidford-on-Avon, this appears to be achieved by providing alternative arrangements for vehicle trips to travel eastbound without travelling through Bidford-on-Avon. Concerns are raised with regard to the distribution of traffic, it does not seem realistic that trips to the east, towards Stratford-upon-Avon and rural areas outweigh trips distributing west toward the A46 dual carriageway and the strategic road network.

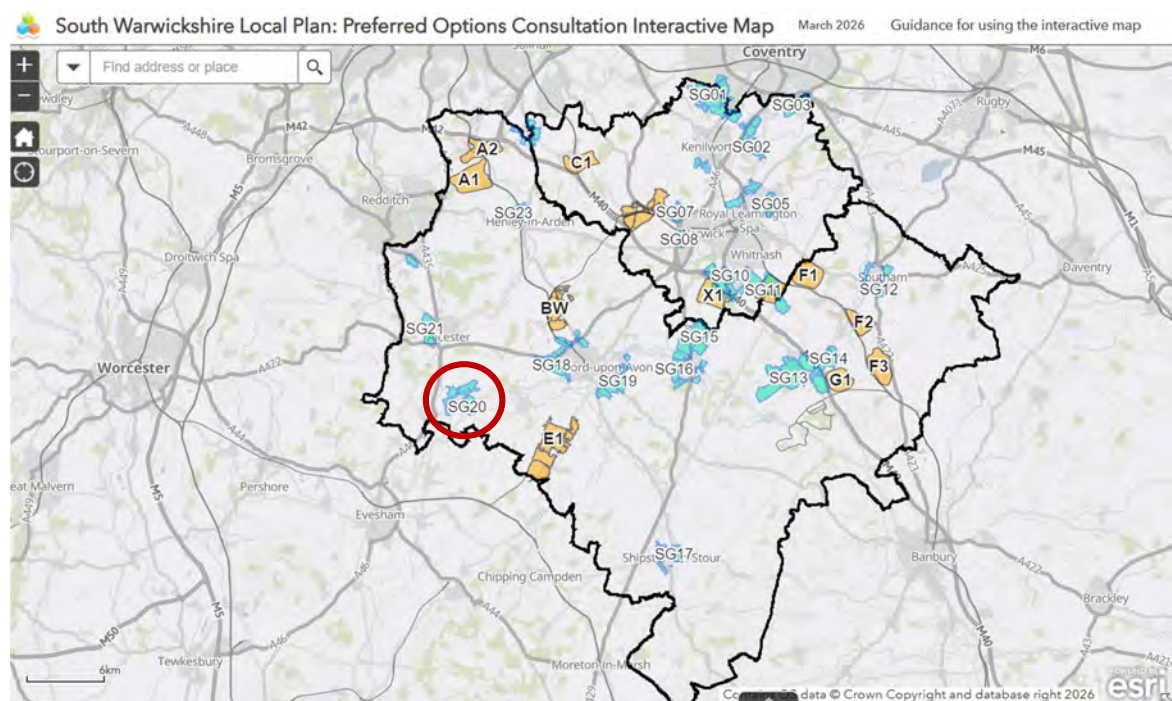
4.8 Suitability of Development Proposals

- 4.8.1 The proposed development at Bidford-on-Avon comprises a strategic mixed-use urban extension delivering at least 2,225 dwellings alongside significant supporting infrastructure. The scheme will be supported by a new north-south link road around the eastern side of the village, intended to accommodate development traffic and alleviate existing congestion within Bidford-on-Avon.
- 4.8.2 A review of the proposed highway infrastructure has highlighted a number of deliverability and safety concerns across multiple of the access locations, some of which can be addressed through design solutions and others which are more tightly constrained.
- 4.8.3 Following a review of transport modelling, a number of concerns are raised around fundamental elements such as trip generation and trip distribution, details of which have not been publicly released for examination to confirm if the approach is considered robust.
- 4.8.4 The main concern with the proposed site allocation is the apparent use of highway infrastructure to address transport constraints. This follows a historic predict and provide approach to Transport Planning which does not align with the latest National Planning Policy Framework (NPPF) guidance, which sets out the need for development sites to follow a forward-looking sustainable vision. For transport issues, this requires the development to first maximise all active travel and public transport opportunities before resorting to highways infrastructure. The allocation appears to lead with highways infrastructure and considers active travel and public transport provision around highway proposals.
- 4.8.5 Overall the development is not considered suitable for allocation within the emerging South Warwickshire Local Plan.

5 COMPARISON WITH OTHER PROPOSALS

- 5.1.1 In order to understand the relative accessibility of the proposed SG20 allocation, its performance has been compared against the other Strategic Growth Locations identified within the South Warwickshire Local Plan. The assessment draws upon the Department for Transport (DfT) Connectivity Tool and Connectivity Matrix to provide a consistent measure of accessibility across each proposed growth location.
- 5.1.2 In extract of the site's location relative to other allocation sites can be seen on Figure 5.1 below and in full in Appendix C.

Figure 5.1: Strategic Growth Locations



5.2 Assessment Methodology

Policy context

- 5.2.1 The National Planning Policy Framework (NPPF) places significant emphasis on directing development towards locations that support sustainable patterns of movement and reduce reliance on private car travel. In particular, planning policies should actively manage patterns of growth so that opportunities for walking, cycling and public transport use are maximised, and major developments are focused on locations which are, or can be made, sustainable.
- 5.2.2 The South Warwickshire Local Plan proposes a series of Strategic Growth Locations which will accommodate a substantial proportion of the District's future housing requirement. It is therefore important that the relative accessibility of these locations is understood, enabling consideration to be given to whether development is capable of being accommodated at a particular location, and if the proposed scale of growth is commensurate.
- 5.2.3 The NPPF highlights the role of the Department for Transport (DfT) Connectivity Tool in informing site selection and assessment decisions. The tool provides a consistent and evidence-based approach to understanding how well locations are connected to employment opportunities, services, facilities and transport networks, and can therefore identify the relative sustainability of potential growth locations.

What is the DfT Connectivity tool?

- 5.2.4 The Department for Transport (DfT) Connectivity Tool has been developed to assist plan-makers and developers in understanding how well locations are connected to employment opportunities, services and facilities. The tool provides a consistent, evidence-based measure of connectivity that can be used to inform site selection and strategic growth decisions.
- 5.2.5 The tool combines three principal datasets:
- The distribution of destinations, including employment opportunities, educational establishments, healthcare facilities, retail provision and leisure facilities;
 - The transport network available to access those destinations, including walking, cycling, public transport and highway networks; and
 - Travel behaviour data relating to people's willingness to travel for different journey purposes.
- 5.2.6 Connectivity scores are then calculated based on the number and value of destinations which can be reached within reasonable travel times. Scores are produced for individual journey purposes, travel modes and an overall connectivity score.

Connectivity Matrix

- 5.2.7 Whilst the Connectivity Tool provides a connectivity score for each location, the Connectivity Matrix allows those scores to be interpreted relative to locations of a similar settlement type.
- 5.2.8 This is important because accessibility expectations differ significantly between urban centres, market towns, villages and isolated rural areas. A score that may appear relatively low when compared nationally could still represent a strong level of connectivity for a rural settlement.
- 5.2.9 The Connectivity Matrix addresses this by assigning each Output Area a rural-urban classification and identifying the percentile ranking associated with each connectivity score. Higher percentiles represent stronger connectivity relative to locations sharing the same settlement characteristics.
- 5.2.10 The raw connectivity scores and Connectivity Matrix percentiles are used together. The raw score indicates the absolute level of access to destinations, while the percentile indicates how well that score compares with other locations of the same settlement type. Both measures have been considered in the comparative assessment. Figure 5.2 below demonstrates the connectivity matrix's role in converting raw scores to percentiles based on rural-urban classification.

Figure 5.2: Rural-Urban Connectivity Matric Extract

	Urban major conurbation	Urban minor conurbation	Urban city and town	Rural town and fringe	Rural village	Rural hamlets and isolated dwellings
10th percentile	64.1	58.5	52.7	35.1	14.9	7
20th percentile	68.5	62.1	57.3	39.8	19.5	11.3
30th percentile	71.8	64.9	60.6	43.2	22.9	15.1
40th percentile	74.5	67.3	63.3	46	25.8	18.7
Median	77.2	69.5	65.7	48.4	28.5	22.4
60th percentile	79.9	71.7	68	50.8	31.1	26.7
70th percentile	82.7	74	70.5	53.1	34.1	31.5
80th percentile	86.2	76.8	73.3	56	37.8	37
90th percentile	90.5	80.2	77.2	59.8	42.6	44.9

5.3 Overall Site Connectivity

- 5.3.1 SG20 Bidford-on-Avon Group extends across two Output Areas. Stratford-on-Avon 012B covers the northern parcel and records an overall connectivity score of 26.67, while Stratford-on-Avon 012D covers the eastern parcel and records a lower score of 9.73. Both parts of the allocation are therefore considered throughout the assessment so that the variation across SG20 is clearly represented. Table 5.1 highlights the connectivity scores by purpose.

Table 5.1: Connectivity Scores by Purpose for SG20 allocation

Connectivity Purpose	SG20 – Bidford on Avon Group Northern Parcel (OA 012B score)	SG20 – Bidford on Avon Group Eastern Parcel (OA 012D score)
Employment	33.71	11.14
Education	14.41	7.08
Healthcare	17.95	1.9
Shopping	22.52	5.04
Leisure and Community	29.85	13.93
Residential	40.39	19.11
Overall Score	26.67	9.73
Overall Percentile	40 th percentile	10 th percentile

- 5.3.2 Table 5.1 shows that the northern parcel performs more strongly than the eastern parcel for every journey purpose, but the scores for education, healthcare and shopping remain comparatively low across SG20. The eastern parcel is particularly weak, with scores of 7.08 for education, 1.90 for healthcare and 5.04 for shopping.
- 5.3.3 The overall percentiles place the northern parcel at only 40% more connected than similar rural towns and only 10% more connected than similar rural hamlets. The results suggest that residents of the proposed allocation would have more limited access to facilities and services than areas of a similar rural-urban classification.
- 5.3.4 Table 5.2 below demonstrates the connectivity score for SG20 when considering mode of travel.

Table 5.2: Connectivity Score by Mode for SG20 allocation

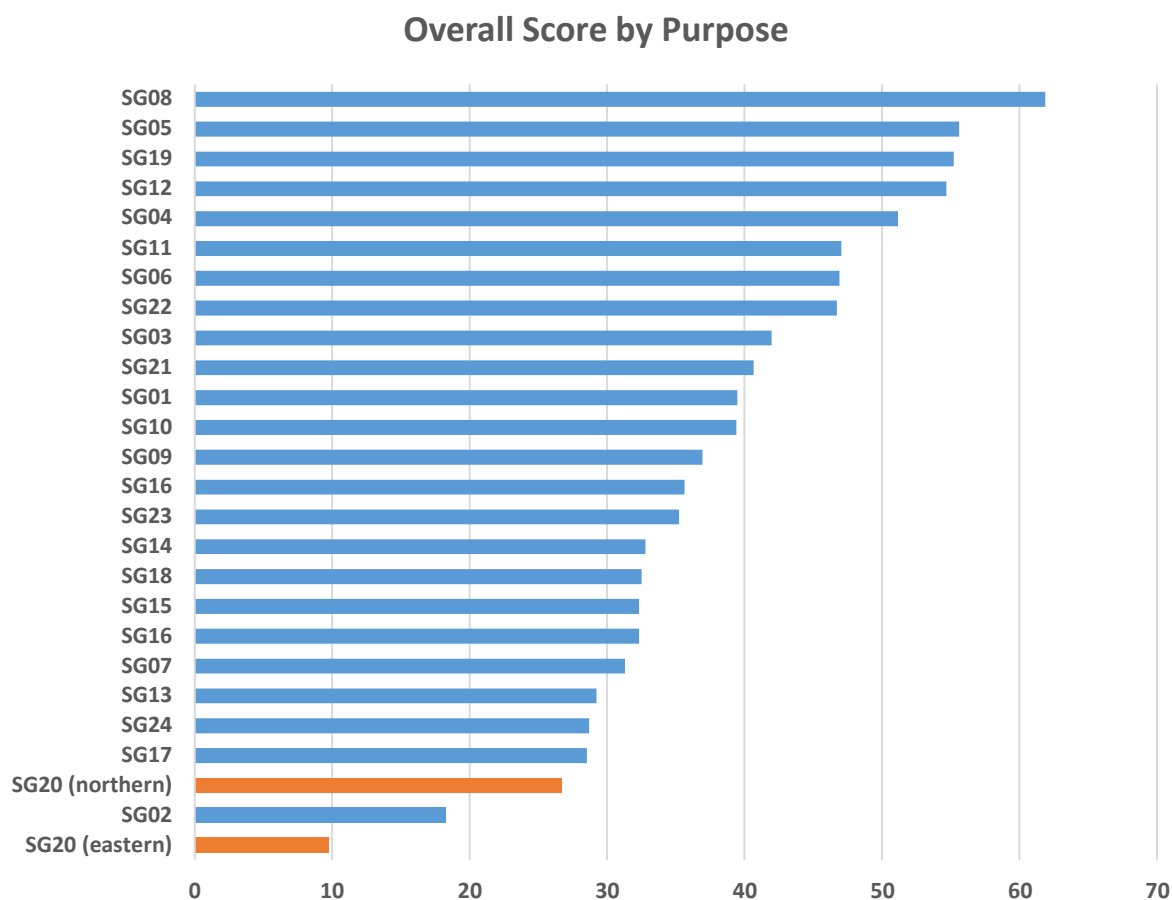
Connectivity Purpose	SG20 – Bidford on Avon Group Northern Parcel (OA 012B score)		SG20 – Bidford on Avon Group Eastern Parcel (OA 012D score)	
Walking	18.24	30th percentile	5.3	10th percentile
Cycling	40.84	40th percentile	29.66	20th percentile
Public Transport	30.87	Median	10.04	10th percentile
Driving	72.97	Median	74.75	70th percentile

- 5.3.5 Walking, cycling and public transport connectivity is significantly lower in the eastern parcel, which falls between the 10th and 20th percentiles for these modes. The northern parcel demonstrates better connectivity, although walking is at the 30th percentile and cycling at the 40th percentile, with only public transport reaching the median.
- 5.3.6 Driving is the strongest mode for both parcels, recording scores of 72.97 and 74.75 and reaching the median and 70th percentile respectively. The contrast between driving and the sustainable modes indicates that access to employment, services and facilities from SG20 is significantly easier by car. The review of Bidford on Avon therefore demonstrates limited connectivity by sustainable modes in both the northern and eastern parcels.
- 5.3.7 The following section considers both raw scores and Connectivity Matrix percentiles. Raw scores show the absolute level of connectivity available, while percentiles show how each location performs relative to places with similar rural or urban characteristics. These scores are considered comparatively with other strategic sites set out in the South Warwickshire Local Plan.

5.4 Comparison with Alternative Growth Locations

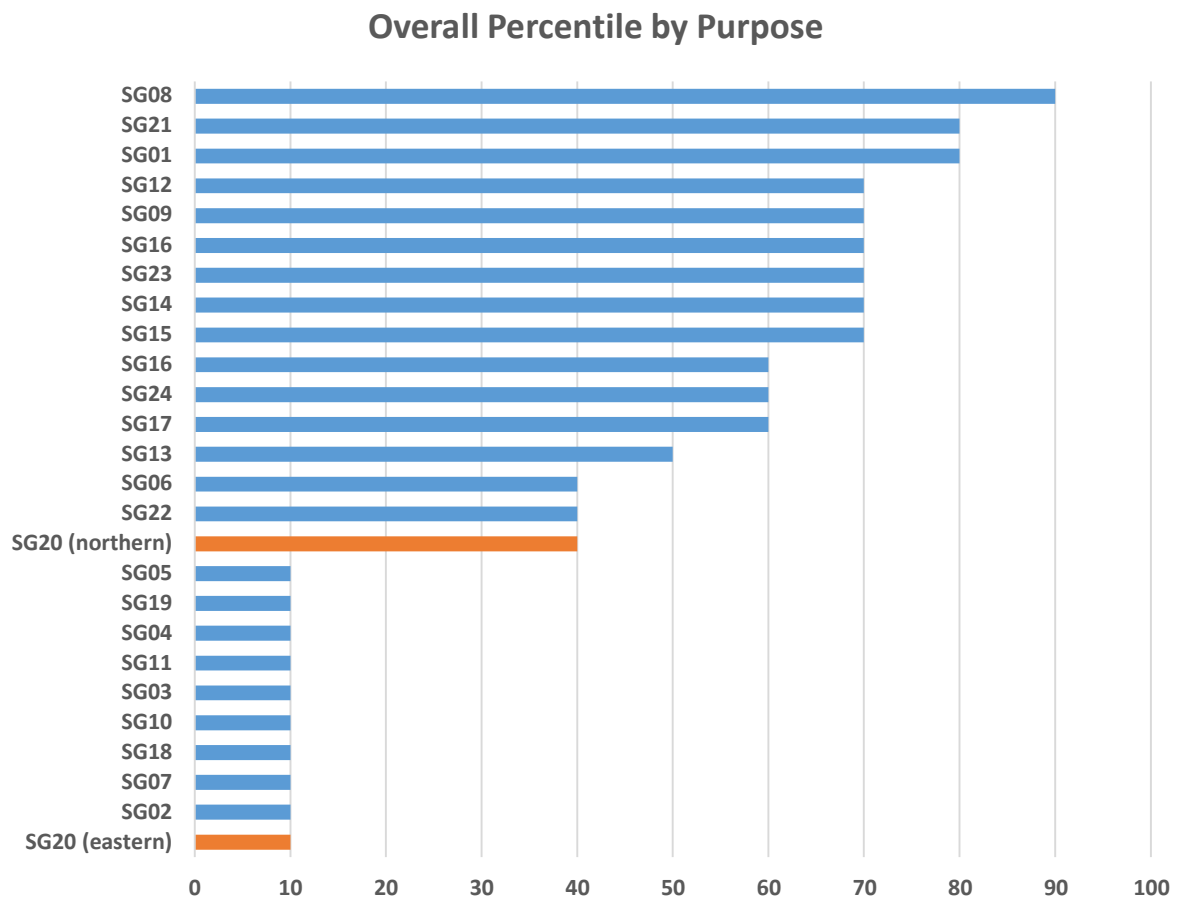
- 5.4.1 A comparative exercise has been undertaken between the SG20 and the alternative allocation sites to demonstrate how each site's connectivity compares. The raw connectivity score and resulting connectivity percentile for the SG20 allocation site has been compared with each of the other allocation sites in Figure 5.3 – Figure 5.10 below. For each connectivity measure, the first graph presents the raw score produced by the DfT Connectivity Tool. The second graph presents the corresponding Connectivity Matrix percentile. This difference is important because a site may record a higher raw score but a lower percentile, or vice versa, depending on the level of connectivity normally achieved by similar rural-urban classifications.
- 5.4.2 The comparisons therefore identify both the locations which provide the greatest absolute access to destinations and those which perform most strongly relative to their rural or urban context.

Figure 5.3: Overall Connectivity Score by Purpose Scores for Proposed Strategic Growth Locations Compared with the SG20 Site



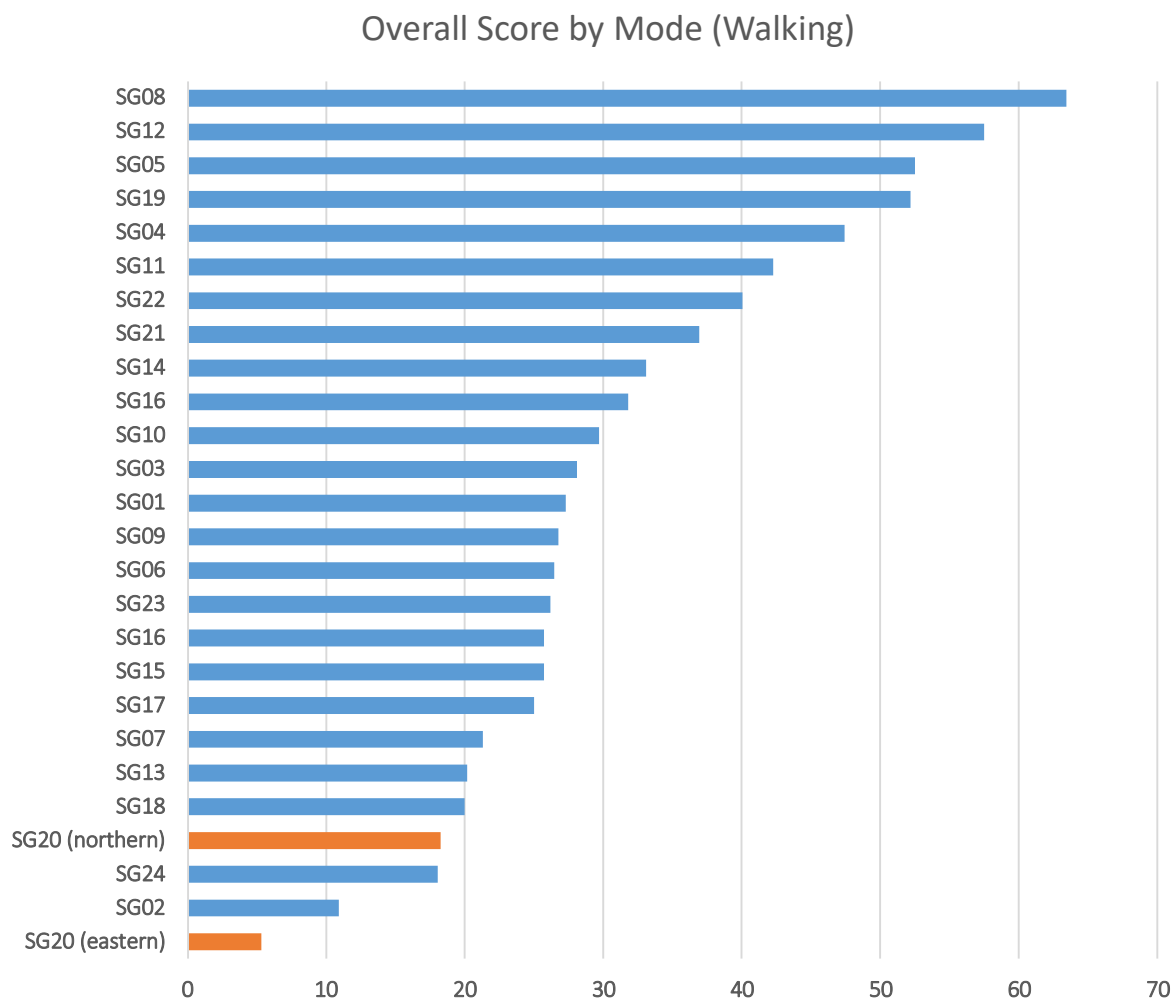
- 5.4.3 The raw connectivity scores demonstrate that SG20 is the worst scoring overall compared to 23 other allocation sites. The northern parcel records an overall score of 26.67. Of the 23 comparative location scores available, 22 are higher, with only SG02 recording a lower score. The eastern parcel records 9.73 and is the lowest-scoring location shown.
- 5.4.4 Several sites perform materially better than SG20, including SG08 West of Warwick, SG05 East of Lillington, SG19 East of Stratford-upon-Avon, SG12 Southam and SG04 South of Kenilworth, each of which records an overall score above 50. These locations provide substantially greater overall access to employment opportunities, education, healthcare, shopping, leisure and community facilities.
- 5.4.5 Figure 5.4 below shows the overall connectivity by percentile when the connectivity by purpose scores are applied to the table in Figure 5.2. This demonstrates if the site's connectivity score is high or low relative to its rural-urban classification.

Figure 5.4: Overall Connectivity Percentile by Purpose Scores for Proposed Strategic Growth Locations Compared with the SG20 Site



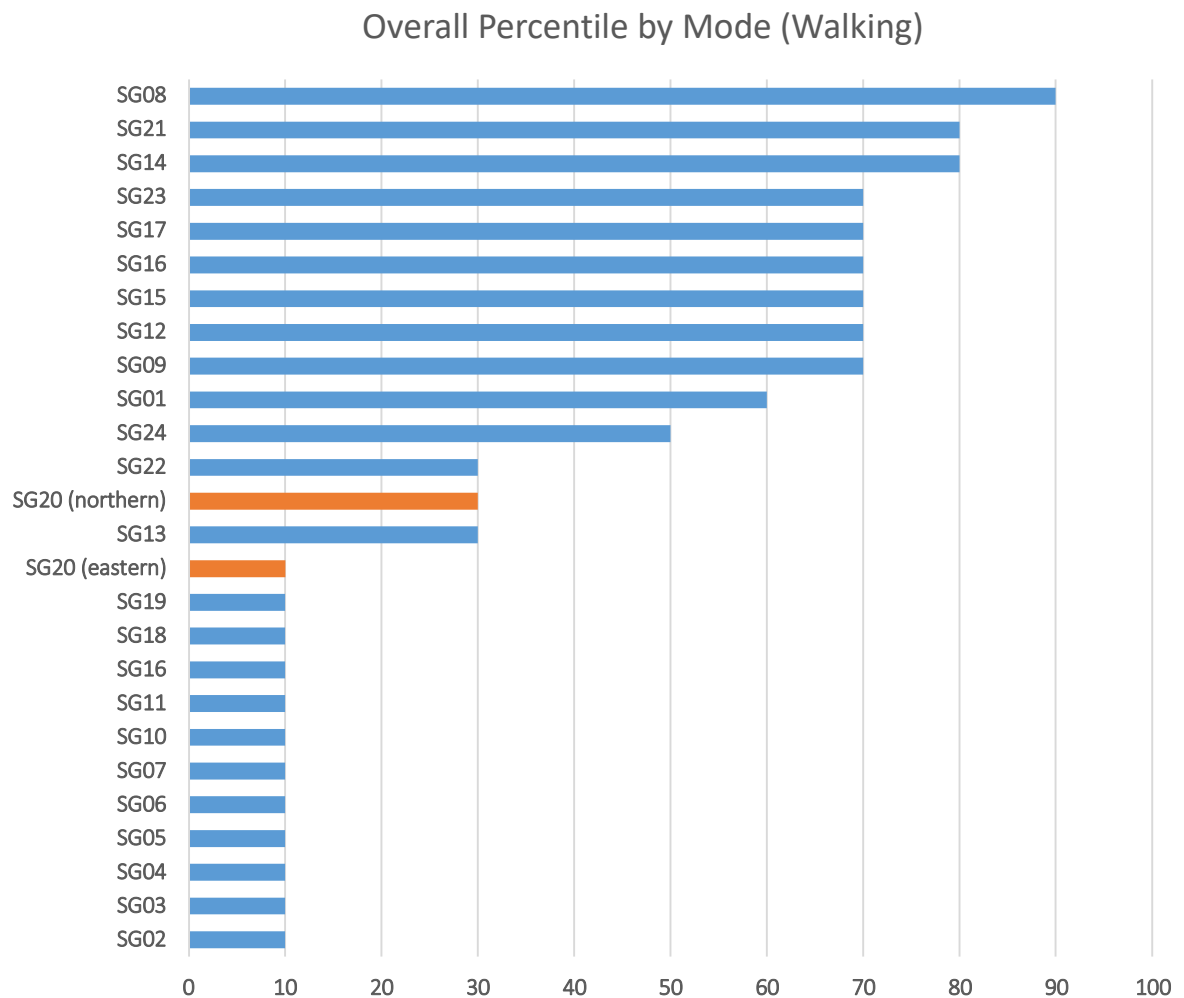
5.4.6 The Connectivity Matrix comparison places the northern parcel of SG20 at the 40th percentile and the eastern parcel at the 10th percentile for their respective rural-urban classifications. Several of the alternative allocation sites reach the 60th to 90th percentiles demonstrating better overall connectivity

Figure 5.5: Overall Connectivity by Mode Scores (Walking) for Proposed Strategic Growth Locations Compared with the SG20 Site



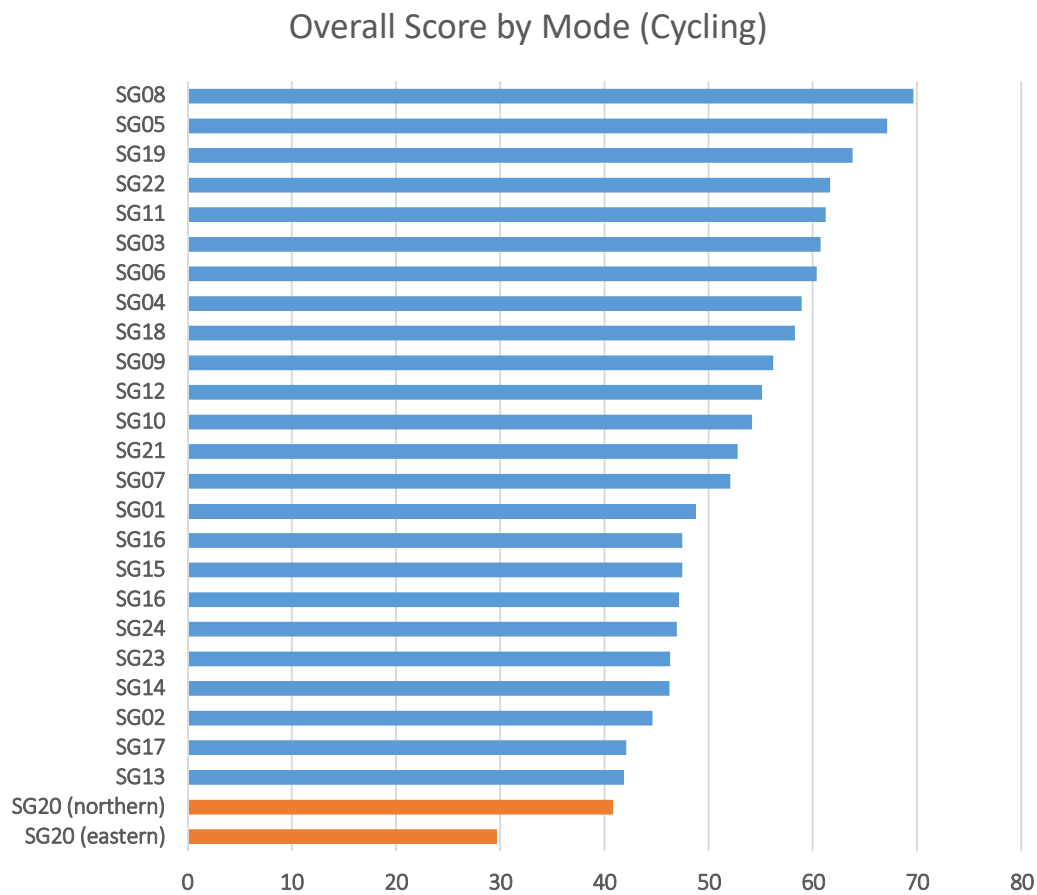
- 5.4.7 For walking, the northern parcel of SG20 records a score of 18.24. Only SG02 and SG24 record lower comparative scores, while 21 comparative locations score higher. The eastern parcel records 5.30 and is again the lowest-scoring location shown.
- 5.4.8 The strongest walking scores are recorded at SG08 West of Warwick, SG12 Southam, SG05 East of Lillington, SG19 East of Stratford-upon-Avon and SG04 South of Kenilworth, all of which score above 47. This indicates that residents at alternative locations would have substantially greater access to destinations on foot than residents within the SG20 allocation.
- 5.4.9 Figure 5.6 below shows the overall connectivity by percentile when the connectivity by walking scores are applied to the table in Figure 5.2. This demonstrates if the site's connectivity score is high or low relative to its rural-urban classification.

Figure 5.6: Overall Connectivity by Mode Percentile (Walking) for Proposed Strategic Growth Locations Compared with the SG20 Site



5.4.10 The connectivity percentiles further demonstrate that alternative allocation sites would offer better connectivity via walking than SG20 with SG20 scoring lower than 30th percentile across the northern and eastern parcel. limited walking connectivity would reduce the range of everyday destinations that could be accessed without relying on a private car.

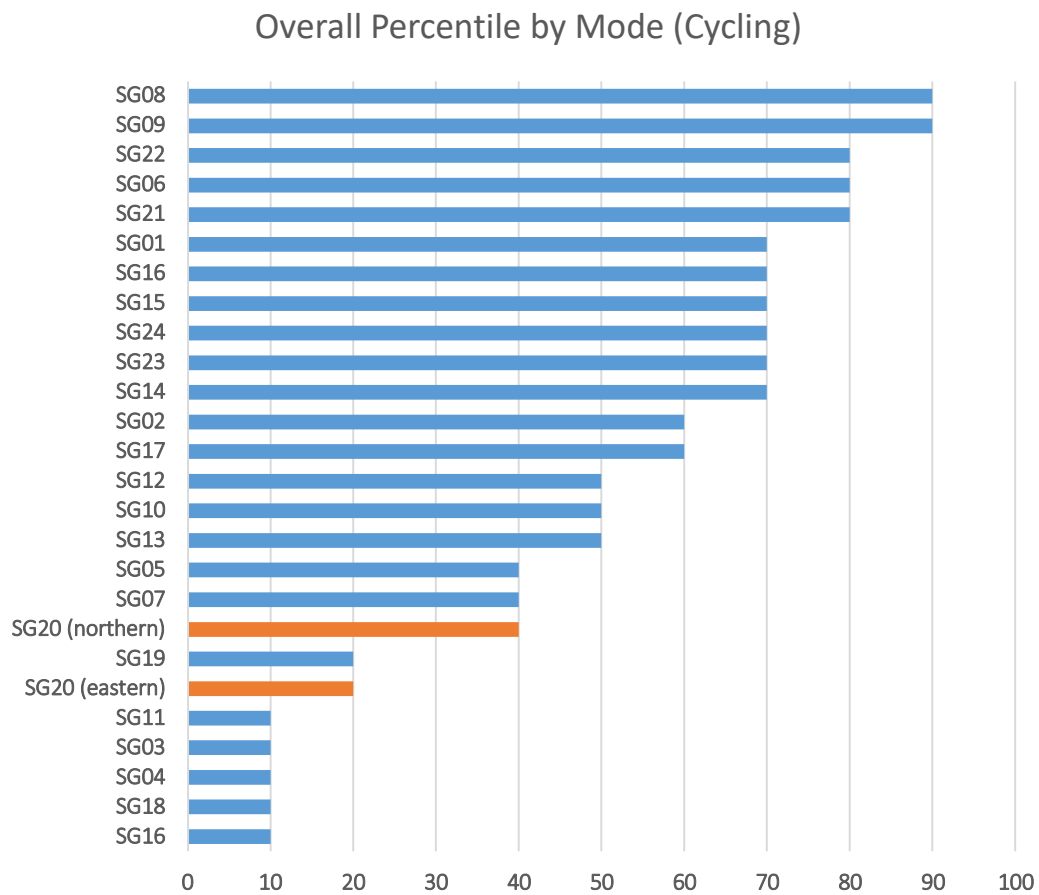
Figure 5.7: Overall Connectivity by Mode Score (Cycling) for Proposed Strategic Growth Locations Compared with the SG20 Site



5.4.11 The northern parcel of SG20 records a score of 40.84 and the eastern parcel records 29.66. Every other allocation site exceeds the score for the northern parcel, with SG08 West of Warwick and SG05 East of Lillington approaching a score of 70.

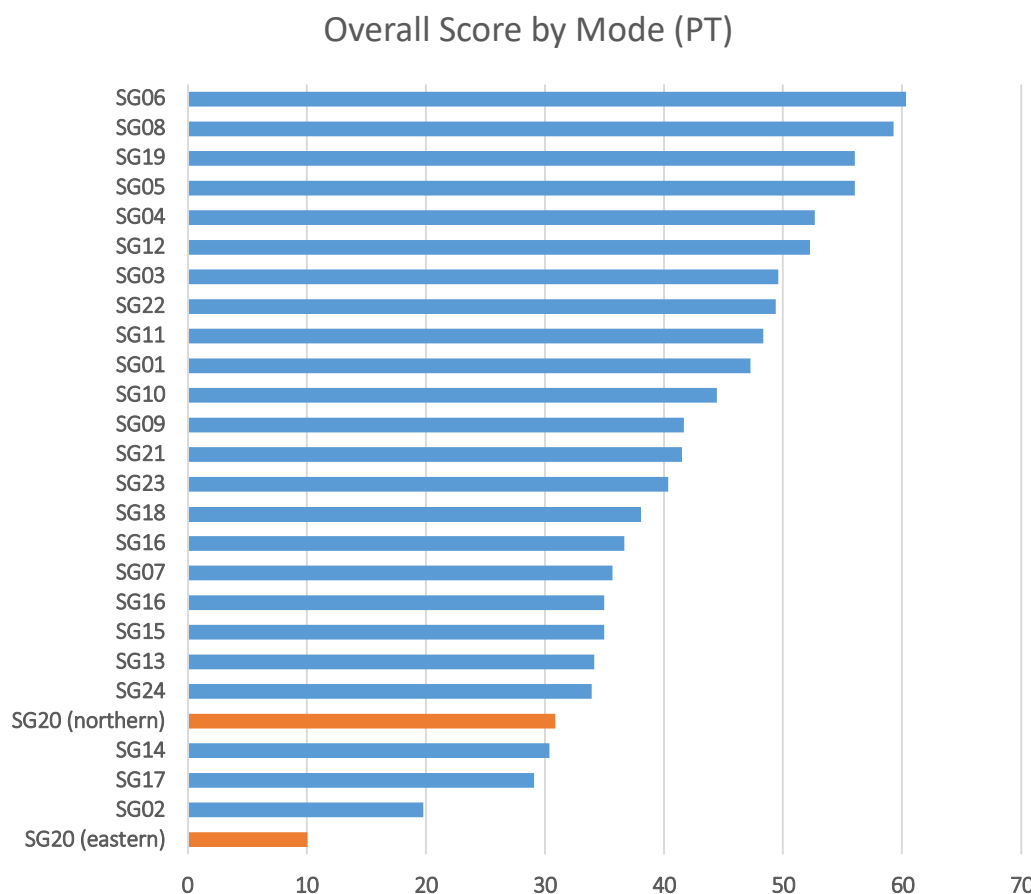
5.4.12 Figure 5.8 below shows the overall connectivity by percentile when the connectivity by cycling scores are applied to the table in Figure 5.2. This demonstrates if the site's connectivity score is high or low relative to its rural-urban classification.

Figure 5.8: Overall Connectivity Percentile by Mode Percentile (Cycling) for Proposed Strategic Growth Locations Compared with the SG20 Site



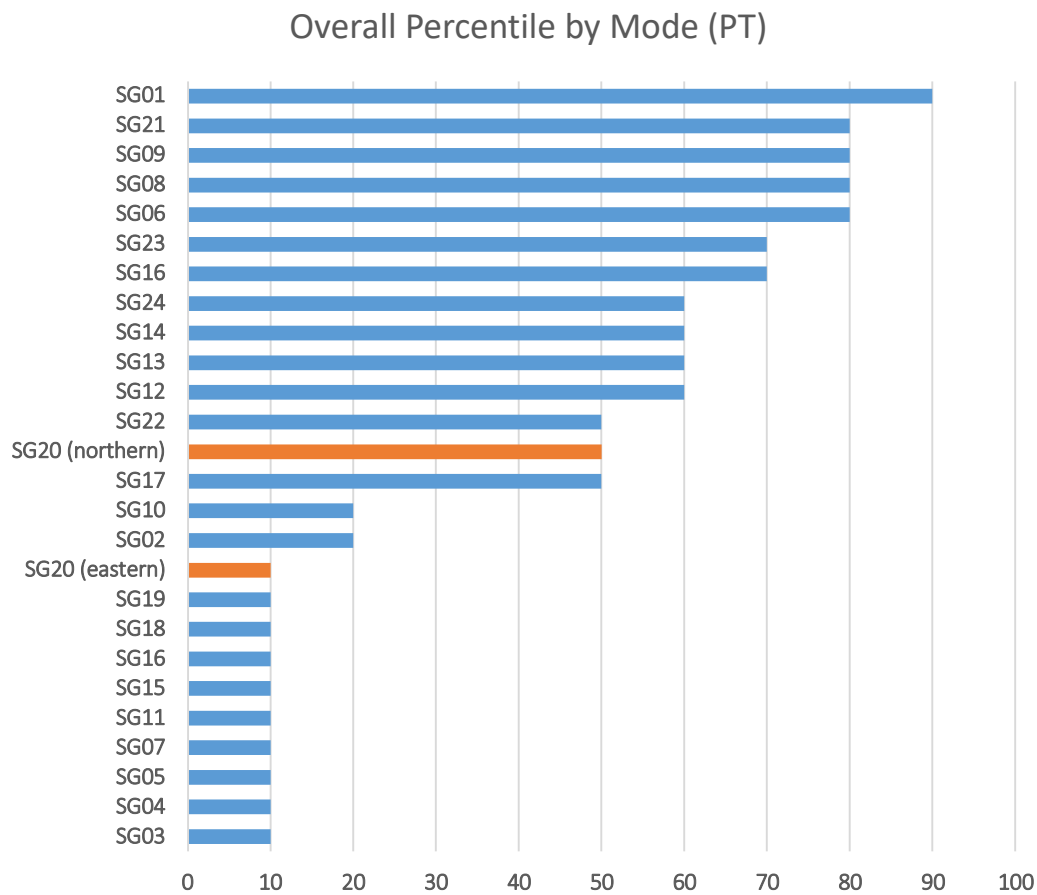
5.4.13 The northern parcel is at the 40th percentile and the eastern parcel at the 20th percentile. Several comparative locations achieve the 60th to 90th percentiles, although a smaller group falls below SG20 in percentile terms.

Figure 5.9: Overall Connectivity by Mode Score (Public Transport) for Proposed Strategic Growth Locations Compared with the SG20 Site



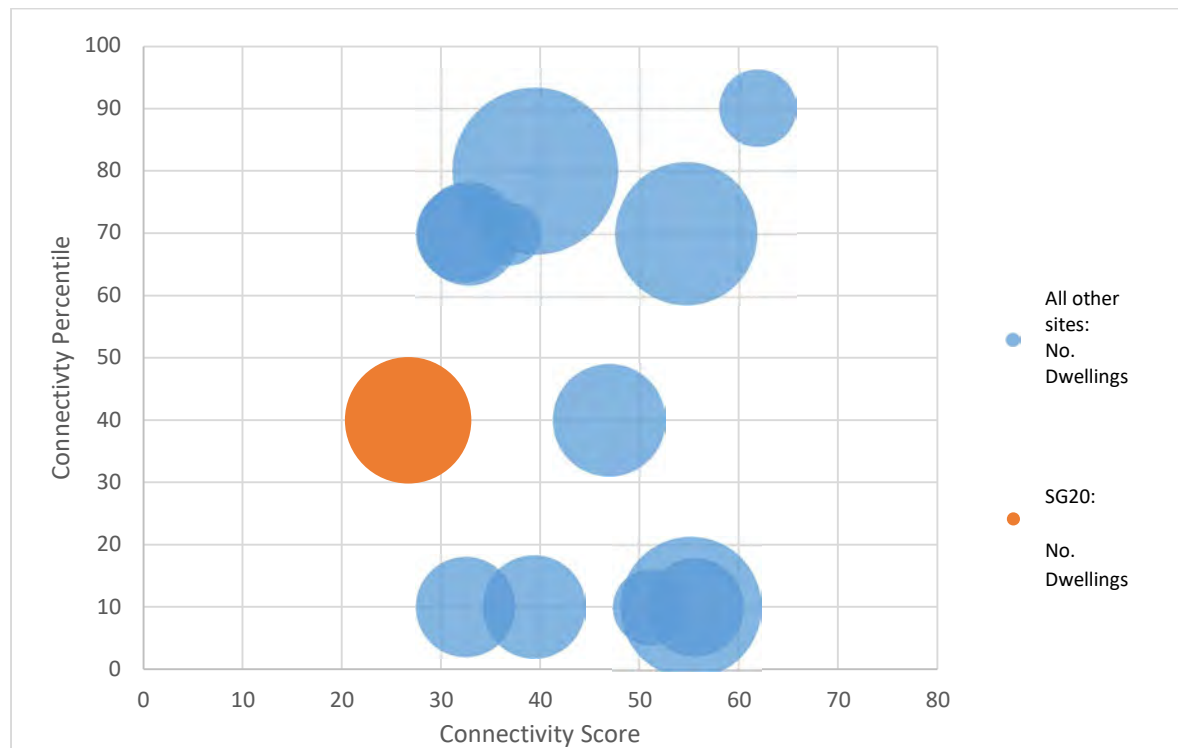
- 5.4.14 Public transport connectivity is also uneven across SG20. The northern parcel records a score of 30.87. Only SG02, SG17 and SG14 record lower comparative raw scores, while the eastern parcel, at 10.04, is the lowest-scoring location shown.
- 5.4.15 By contrast, SG06 North of Leamington, SG08 West of Warwick, SG19 East of Stratford-upon-Avon and SG05 East of Lillington record scores above 56, a number of alternative allocations would have access to a wider range of destinations by public transport.
- 5.4.16 Figure 5.10 below shows the overall connectivity by percentile when the connectivity by public transport scores are applied to the table in Figure 5.2. This demonstrates if the site's connectivity score is high or low relative to its rural-urban classification.

Figure 5.10: Overall Connectivity Percentile by Mode Percentile (Public Transport) for Proposed Strategic Growth Locations Compared with the SG20 Site



- 5.4.17 The Connectivity Matrix places the northern parcel at the 50th percentile and the eastern parcel at the 10th percentile for public transport. The northern result represents typical rather than strong performance for its settlement type, while a number of comparative locations reach the 60th to 90th percentiles. The eastern parcel remains among the weakest locations under either measure.
- 5.4.18 Although the northern parcel performs at the median relative to comparable settlements, its absolute public transport score remains lower than most of the alternative Strategic Growth Locations.

Figure 5.11: Connectivity Matrix and allocation comparison



- 5.4.19 Figure 5.11 brings together three elements of the comparison: the overall connectivity score, the Connectivity Matrix percentile and the proposed number of dwellings. SG20's northern parcel is highlighted in orange at an overall score of 26.67 and the 40th percentile.
- 5.4.20 Several allocations appear both to the right of and above SG20, indicating that they achieve a higher raw connectivity score and a higher percentile position. These locations therefore perform better both in terms of the absolute access they provide to destinations and relative to other locations within their settlement classification.
- 5.4.21 The different bubble sizes also show that the better-performing locations include allocations of varying scales. Smaller allocations, including SG09 at 560 dwellings, SG04 at 800 dwellings and SG08 at 850 dwellings, all record higher overall connectivity scores than SG20. Larger allocations also perform better, including SG01 at 3,900 dwellings, SG12 at 2,870 dwellings and SG19 at 2,800 dwellings.
- 5.4.22 The results indicate that there may be scope for strategic growth to be distributed more widely across a range of better-connected locations.

5.5 Relative Merits of sites

- 5.5.1 The comparative assessment demonstrates considerable variation in connectivity between the proposed Strategic Growth Locations. SG20's northern parcel records an overall score of 26.67 and its eastern parcel records 9.73. By contrast, SG08 West of Warwick records 61.89, SG05 East of Lillington records 55.61, SG19 East of Stratford-upon-Avon records 55.22, SG12 Southam records 54.68 and SG04 South of Kenilworth records 51.18.
- 5.5.2 These locations provide the clearest examples of sites with materially stronger overall access to destinations. Their stronger overall scores are supported by the mode-specific comparisons, which generally demonstrate greater opportunities to access employment, services and facilities by walking, cycling and public transport.
- 5.5.3 SG08 West of Warwick is the strongest-performing location overall, with an overall connectivity score of 61.89 and strong walking and cycling scores. Its relative proximity to Warwick and the wider urban area provides access to a greater concentration of employment opportunities, services and facilities than is available from SG20.
- 5.5.4 SG05 East of Lillington and SG04 South of Kenilworth also perform strongly. Both benefit from their relationship with established urban areas, providing access to existing services, facilities and public transport networks. SG05 records an overall score of 55.61, while SG04 records 51.18, compared with 26.67 for the northern parcel of SG20.
- 5.5.5 SG19 East of Stratford-upon-Avon records an overall score of 55.22. The location benefits from access to the employment opportunities, services, facilities and transport connections available within Stratford-upon-Avon. The allocation therefore records materially stronger overall, walking, cycling and public transport connectivity than SG20.
- 5.5.6 SG12 Southam also records a substantially higher overall score of 54.68. Although Southam does not benefit from direct rail access, its stronger connectivity score indicates that the settlement provides access to a wider range of destinations by the modes and journey purposes assessed within the DfT Connectivity Tool.
- 5.5.7 The better-performing group is not limited to allocations of one size. Smaller allocations including SG09, SG04 and SG08 all record higher overall connectivity scores than SG20. Larger allocations including SG01, SG12 and SG19 also perform better.

5.6 Implications for the Distribution of Growth

- 5.6.1 The purpose of the comparison is to test whether the proposed SG20 aligns with the relative connectivity of the allocation site. The assessment identifies many allocations that perform better than SG20 across the overall score and sustainable transport measures.
- 5.6.2 This is particularly notable because SG20, at approximately 2,270 dwellings, is among the larger proposed allocations. The northern parcel is exceeded by 22 of the 23 available comparative overall scores, while the eastern parcel falls below all of the comparative locations shown. A similar pattern is apparent for walking, cycling and public transport, although the number and identity of the better-performing locations vary between modes.
- 5.6.3 Taken together, the raw scores and Connectivity Matrix percentiles indicate that stronger-connected options exist across the strategic growth area. The percentile analysis is important because it demonstrates that the comparison is not simply favouring urban locations over rural settlements. Several allocations continue to perform more strongly than SG20 despite being located in a rural town or fringe or rural hamlet.

5.7 Rail Accessibility and the Distribution of Growth

- 5.7.1 The NPPF identifies opportunities for development to be focused in locations that are well connected to public transport infrastructure, including rail services. Rail accessibility is particularly relevant for strategic-scale housing growth as it provides opportunities to reduce reliance on private vehicle travel for longer-distance commuting and leisure trips.
- 5.7.2 The proposed Strategic Growth Locations have therefore been reviewed against the NPPF definition of stations capable of supporting station-led development. This identifies stations that are located within 800 metres of a proposed allocation and provide a sufficient level of rail service frequency.

Comparison of Allocation Sites Accessibility

- 5.7.3 Table 5.3 compares each Strategic Growth Location against its nearest railway station and considers whether the station satisfies the rail service frequency criteria.

Table 5.3: Alternative Local Plan Site Allocations

Allocation Site	No. Dwellings	Nearest Station	Distance	Is it applicable?
SG01 - South of Coventry Group	3,900 dwellings	Tile Hill	~3.2km	Further than 800m / Qualifying 4 trains an hour
SG02 - Stoneleigh Park Employment Group	-	Kenilworth	~5km	Further than 800m / Not qualifying 2 trains an hour
SG03 - Coventry Airport Group	-	Coventry	~7km	Further than 800m / Qualifying 14 trains an hour
SG04 - South of Kenilworth Group	800	Kenilworth	~1.8km	Further than 800m / Not qualifying 2 trains an hour
SG05 - East of Lillington Group	1,360	Leamington Spa	~4.3km	Further than 800m / Qualifying 11 trains an hour
SG06 - North of Leamington Group	1,785	Leamington Spa	~4km	Further than 800m / Qualifying 11 trains an hour
SG07 - Wedgnock Park Farm Employment Group	-	Warwick Parkway	~1.2km	Further than 800m / Qualifying 4 trains an hour
SG08 - West of Warwick Group	850	Warwick Parkway	~2km	Further than 800m / Qualifying 4 trains an hour

SG09 - South of Europa Way Group	560	Leamington Spa	~4km	Further than 800m / Qualifying 11 trains an hour
SG10 - Bishops Tachbrook Group	1,490	Leamington Spa	~5km	Further than 800m / Qualifying 11 trains an hour
SG11 - South East of Whitnash Group	-	Leamington Spa	~6km	Further than 800m / Qualifying 11 trains an hour
SG12 - Southam Group	2,870	Leamington Spa	~11km	Further than 800m / Qualifying 11 trains an hour
SG13 - Gaydon Lighthorne Heath Group	-	Stratford Upon Avon	~14km	Further than 800m / Qualifying 5 trains an hour
SG14 - East of Gaydon Group	1,500	Leamington Spa	~14km	Further than 800m / Qualifying 11 trains an hour
SG15 - North of Wellesbourne Group	1,330	Stratford upon Avon	~10km	Further than 800m / Qualifying 5 trains an hour
SG16 - South of Wellesbourne Group	-	Stratford upon Avon	~8km	Further than 800m / Qualifying 5 trains an hour
SG17 - Shipston-on-Stour Group	-	Moreton in Marsh	~11km	Further than 800m / Not qualifying 3 trains an hour
SG18 - West of Stratford-Upon-Avon Group	1,400	Stratford upon Avon Parkway	~1km	Further than 800m / Qualifying 5 trains an hour
SG19 - East of Stratford-Upon-Avon Group	2,800	Stratford upon Avon	~3km	Further than 800m / Qualifying 4 trains an hour
SG20 - Bidford-on-Avon Group	2,270 dwellings	Stratford upon Avon	~11km	Further than 800m / Qualifying 4 trains an hour
SG21 - Alcester Group	-	Stratford upon Avon	~13km	Further than 800m / Qualifying 4 trains an hour

SG22 - West of Studley Group	-	Redditch	~18km	Further than 800m / Qualifying 4 trains an hour
SG23 - North of Henley-in-Arden Group	1,975	Henly in Arden	~800m	Within 800m / Not qualifying 2 trains an hour
SG24 - Hockley Heath Group	-	Dorridge	~4km	Further than 800m / Qualifying 9 trains an hour

- 5.7.4 Table 5.3. demonstrates each site's connectivity to the South Warwickshire Local Plan's indicative 800m walking threshold of a rail station and highlights that SG20 is proposed to accommodate approximately 2,270 dwellings, making it one of the larger Strategic Growth Locations within the Plan area. Given the scale of development proposed, the relative accessibility of the site to strategic public transport infrastructure is an important consideration when assessing its overall sustainability credentials compared with alternative growth locations.
- 5.7.5 Of the Strategic Growth Locations assessed, only SG23 (North of Henley-in-Arden) is located within approximately 800 metres of a railway station. Whilst Henley-in-Arden Station does not currently satisfy the qualifying service frequency threshold, operating approximately two trains per hour, its proximity to the allocation means that service improvements could significantly improve the site's strategic rail accessibility.
- 5.7.6 A number of other allocations are located beyond the 800 metre threshold but are situated within close proximity of railway stations offering frequent services. These include:
- SG07 (Wedgnock Park Farm), approximately 1.2km from Warwick Parkway;
 - SG18 (West of Stratford-upon-Avon), approximately 1km from Stratford-upon-Avon Parkway;
 - SG04 (South of Kenilworth), approximately 1.8km from Kenilworth Station; and
 - SG08 (West of Warwick), approximately 2km from Warwick Parkway.
- 5.7.7 In each case, the stations either currently satisfy, or are close to satisfying, the rail frequency criteria associated with station-led development
- 5.7.8 In comparison, SG20 Bidford-on-Avon is located approximately 11 kilometres from Stratford-upon-Avon railway station. Although Stratford-upon-Avon provides a qualifying rail service frequency, the station is located a considerable distance from the proposed allocation and would not be accessible by sustainable transport from SG20.

Implications for Housing Distribution

- 5.7.9 The review indicates that many proposed Strategic Growth Locations are better positioned to support rail-based travel patterns than SG20. Locations such as SG07, SG08, SG18 and SG23 benefit from either direct proximity to railway stations or comparatively short access distances to stations providing frequent services.
- 5.7.10 Whilst rail accessibility represents only one component of overall sustainability, the findings suggest there may be opportunities to direct a greater proportion of strategic housing growth towards locations that benefit from stronger rail connectivity and greater potential to support sustainable travel behaviour. Table 5.4 demonstrates how each site performs.

Table 5.4: Accessibility by Rail Comparison

Category	Sites
Within or immediately adjacent to station catchment (<2km)	SG23, SG18, SG07, SG04, SG08
Moderate rail accessibility (2-5km)	SG01, SG05, SG06, SG09, SG10, SG24
Limited rail accessibility (>5km)	SG03, SG11, SG12, SG13, SG14, SG15, SG16, SG17, SG19, SG20 , SG21, SG22
Qualifying stations (>4 tph or equivalent)	SG01, SG03, SG05, SG06, SG07, SG08, SG09, SG10, SG11, SG12, SG13, SG14, SG15, SG16, SG18, SG19, SG20 , SG21, SG22, SG24

- 5.7.11 SG20 is proposed to accommodate approximately 2,270 dwellings, making it one of the largest allocations within the emerging Local Plan. The scale of development proposed exceeds that allocated to a number of locations with materially stronger rail accessibility credentials, including SG08 (850 dwellings), SG18 (1,400 dwellings) and SG23 (1,975 dwellings). Consideration should therefore be given to redistributing the growth proposed at Bidford-on-Avon to better connected locations, thereby aligning more closely with national policy objectives relating to sustainable patterns of development.

5.8 Summary

- 5.8.1 The SG20 allocation extends across two Output Areas and both demonstrate low levels of existing connectivity. The northern parcel records an overall connectivity score of 26.67 and is at the 40th percentile, while the eastern parcel records 9.73 and is at the 10th percentile.
- 5.8.2 Of the 23 comparative overall scores available, 22 exceed the score for the northern parcel of SG20, while the eastern parcel falls below all of the comparative locations shown. The mode-specific assessment identifies a similar pattern.
- 5.8.3 When comparing each allocation site in reference to its rural-urban classification, the northern parcel generally performs between the 30th and 50th percentiles, while the eastern parcel generally falls between the 10th and 20th percentiles. Many comparative allocation sites of similar rural-urban classifications demonstrate much better overall connectivity.
- 5.8.4 The higher-performing alternatives include both smaller and larger proposed allocations. Smaller sites such as SG09, SG04 and SG08 record higher overall connectivity scores than SG20, while larger sites including SG01, SG12 and SG19 also perform better.
- 5.8.5 Overall, the evidence identifies many locations with stronger overall, sustainable-mode and rail connectivity than SG20. Strategic growth should be distributed more widely among a range of better-connected locations. Such an approach would achieve closer alignment between the scale of development proposed and the relative accessibility of the available Strategic Growth Locations

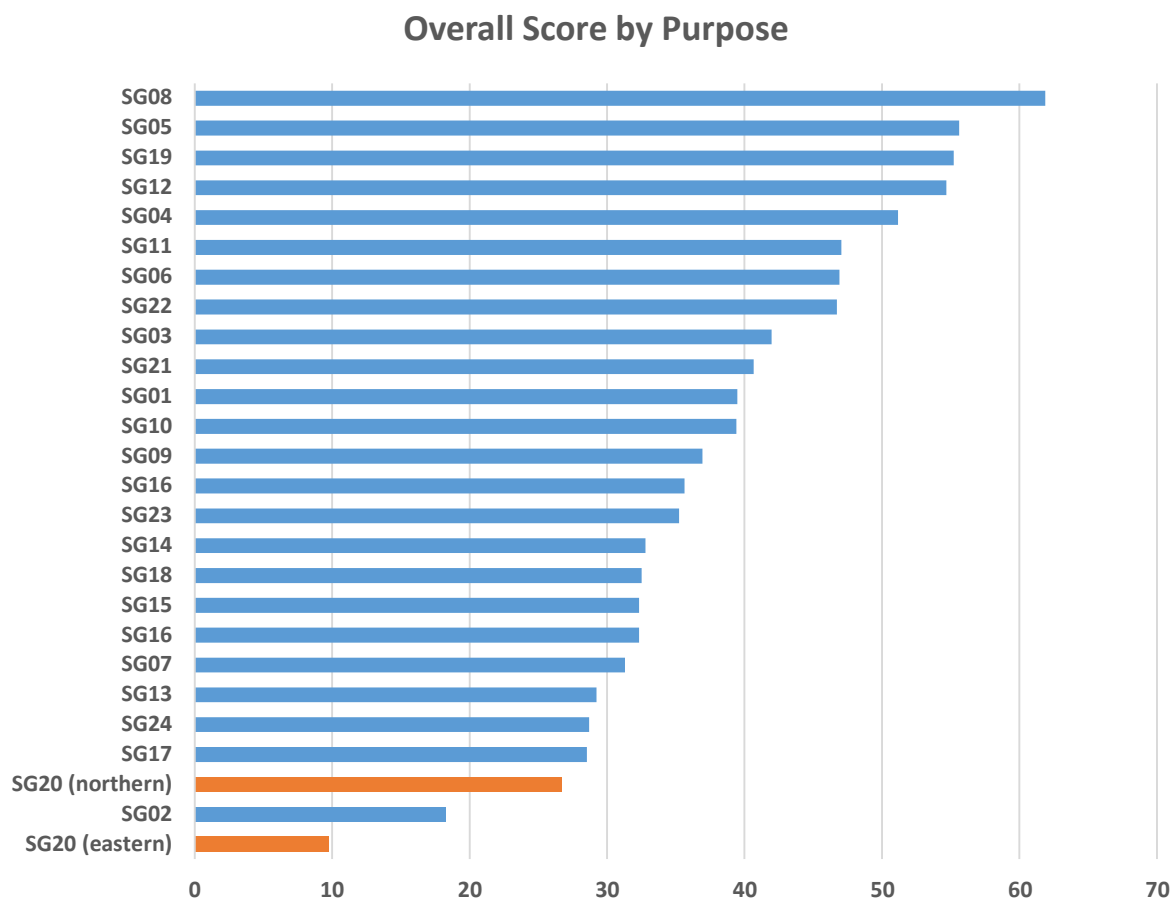
6 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 The South Warwickshire Local Plan (SWLP) is being jointly prepared by Stratford-on-Avon District Council and Warwick District Council to provide a single, statutory planning framework for the whole of South Warwickshire up to 2050. The Regulation 19 (Publication) stage represents the fourth and final consultation phase before the SWLP is submitted to the Secretary of State for independent examination. Land to the North and East of Bidford-on-Avon has been proposed as a Strategic Growth Location (SGL) in the emerging Local Plan. NRP have been commissioned on behalf of Bidford-on-Avon Parish Council to respond to this SGL allocation in respect of Transport and Highways.
- 6.1.2 The National Planning Policy Framework (NPPF) was published in July 2026 and establishes planning policy in England. Policy TR1 establishes a vision-led approach to transport planning, requiring sustainable transport considerations to be embedded from the earliest stages of plan-making and development site selection. New development should be directed to locations capable of supporting sustainable patterns of movement, making effective use of existing and planned transport infrastructure. The DfT Connectivity Tool is identified as an important evidence base to inform the assessment and selection of development sites. Policy TR3 outlines the requirement for development to be located where it can support sustainable travel patterns, maximise accessibility and make effective use of existing and planned transport infrastructure.
- 6.1.3 The SWLP has progressed through a number of consultation stages and the development strategy work has identified 7 spatial options. These spatial options were then refined through public consultation into 5 options before the hybrid strategy of sustainable travel and economy was agreed as the most appropriate approach for South Warwickshire. Policy ID.5, 'Sustainable Transport Accessibility' outlines how proposals will be supported where they demonstrate that they are in sustainable locations where travel distances can be minimised, and the use of sustainable travel modes maximised.
- 6.1.4 Policy BID.1 identifies Land to the North and East of Bidford-on-Avon as a SGL. The site is proposed to deliver approximately 2,225 new homes, together with associated infrastructure and supporting facilities. In addition, a related allocation (BID.1a) proposes around 11 hectares of employment land to support local job creation and economic growth as part of this mixed-use urban extension to be delivered between 2033-2050. Warwickshire County Council (WCC) have commissioned SLR Consulting to provide traffic modelling analysis to support the Strategic Transport Assessment (STA) for the new sites within the South Warwickshire Local Plan (SWLP).
- 6.1.5 Warwickshire's Local Transport Plan (LTP4), adopted in 2023, establishes the County Council's strategic approach to transport planning and investment. LTP4 seeks to increase the proportion of trips made by walking, wheeling, cycling and public transport, helping to reduce car dependency, improve health outcomes and support the County Council's net-zero ambitions. New developments are therefore expected to provide high-quality active travel infrastructure, and to maximise opportunities to provide access to the public transport network.
- 6.1.6 Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP) is WCC's long-term strategic plan for developing and improving walking, wheeling and cycling infrastructure across the county. There are a number of existing issues relating to walking and cycling within and surrounding Bidford-on-Avon including a lack of footway provision along the B439 between the village centre and health centre, a lack of safe crossing opportunities for pedestrians along the B439 corridor and incomplete and missing cycling infrastructure along key routes into Bidford-on-Avon village centre.
- 6.1.7 The Warwickshire Bus Service Improvement Plan (BSIP) 2024 sets out the County Council's strategy for improving bus services across Warwickshire. Although the BSIP is countywide and does not identify major bus-priority schemes specifically for Bidford-on-Avon, the village lies on an important corridor connecting Stratford-upon-Avon and Evesham.

- 6.1.8 Bidford-on-Avon is a large rural village in Stratford-on-Avon District, Warwickshire, located approximately 10 km south-west of Stratford-upon-Avon and 8 km north of Evesham. The 2011 Census 'QS703EW - Method of Travel to Work' data has been analysed for the five Output Areas which cover the BID.1 Strategic Growth Allocation Site and surrounding area. The level of car ownership within the Strategic Growth Allocation Site surroundings is higher than the national average. The percentage of households without access to a car or van is 9.3%, compared to 25.6% for England & Wales.
- 6.1.9 The B439, running east-west between the A46 and Stratford-upon-Avon, acts as the main strategic route serving the village of Bidford-on-Avon. The B439 provides connections to the east towards Stratford, and west towards Salford Priors and the wider strategic road network via the A46. The B4085, intersecting the B439 and High Street, passes through the village centre and crosses the River Avon via the historic Bidford Bridge which is a key network constraint due to its historic nature and limited capacity.
- 6.1.10 The existing bus network serving Bidford-on-Avon provides relatively frequent connections to the key settlements of Stratford-upon-Avon, and Evesham via Service 28, which operates throughout the week, but is only hourly, whilst Service 247 offers a very infrequent service between Redditch and Evesham. Rail accessibility is constrained by the absence of a railway station within the settlement itself. The nearest rail stations to Bidford-on-Avon are Honeybourne Station, Stratford-upon-Avon and Evesham, located 7.8km, 11.9km, and 11.3km away, respectively. All three stations are located beyond the recommended reasonable cycling distance of 5km (CIHT), and whilst both Stratford and Evesham rail stations are located on the 28 bus route, these services run hourly, and additional modal interchange may reduce the attractiveness of rail travel for some users.
- 6.1.11 In order to understand the relative accessibility of the proposed SG20 allocation, its performance has been compared against the other Strategic Growth Locations identified within the South Warwickshire Local Plan. The assessment draws upon the Department for Transport (DfT) Connectivity Tool and Connectivity Matrix to provide a consistent measure of accessibility across each proposed growth location. SG20 Bidford-on-Avon Group extends across two Output Areas. Stratford-on-Avon 012B covers the northern parcel and records an overall connectivity score of 26.67, while Stratford-on-Avon 012D covers the eastern parcel and records a lower score of 9.73.

Figure 6.1: Site Allocation Connectivity Scores



- 6.1.12 The raw connectivity scores demonstrate that SG20 is the worst scoring overall compared to 23 other allocation sites. The northern parcel records an overall score of 26.67. Of the 23 comparative location scores available, 22 are higher, with only SG02 recording a lower score. The eastern parcel records 9.73 and is the lowest-scoring location shown. When comparing each allocation site in reference to its rural-urban classification, the northern parcel generally performs between the 30th and 50th percentiles, while the eastern parcel generally falls between the 10th and 20th percentiles. Many comparative allocation sites of similar rural-urban classifications demonstrate much better overall connectivity.
- 6.1.13 Overall, the evidence identifies many locations with stronger overall, sustainable-mode and rail connectivity than SG20. Strategic growth should be distributed more widely among a range of better-connected locations. Such an approach would achieve closer alignment between the scale of development proposed and the relative accessibility of the available Strategic Growth Locations.

6.2 Conclusions

- 6.2.1 The following key conclusions are drawn from the detailed technical review of the proposed BID1 allocation at Bidford on Avon.

Bidford on Avon is not a suitable location for major development

- 6.2.2 This is evidenced by the car dominated journey to work statistics and high car ownership in the village. Bidford on Avon does not have a railway station and the nearest stations are a long distance away. Bus services are relatively infrequent, the 28 service is only hourly. The Active Travel network in the village is also relatively poor. The highway network is constrained by the historic Bidford Bridge.

The DfT Connectivity Tool demonstrates how poor the location is

- 6.2.3 Use of the DfT Connectivity Tool which is an important consideration to site selection in the NPPF, that the Bidford on Avon is amongst the worst performing settlements in South Warwickshire. The village is not a sustainable location for major development.

The proposed BID1 allocation is not Vision led Transport Planning as defined by the NPPF

- 6.2.4 The proposed development relies on a significant investment in highway infrastructure including a new river crossing to make it work in traffic capacity terms. It is a 'predict and provide' scheme that national policy has moved away from.

The proposed BID1 allocation fails to meet the SWLP's own criteria

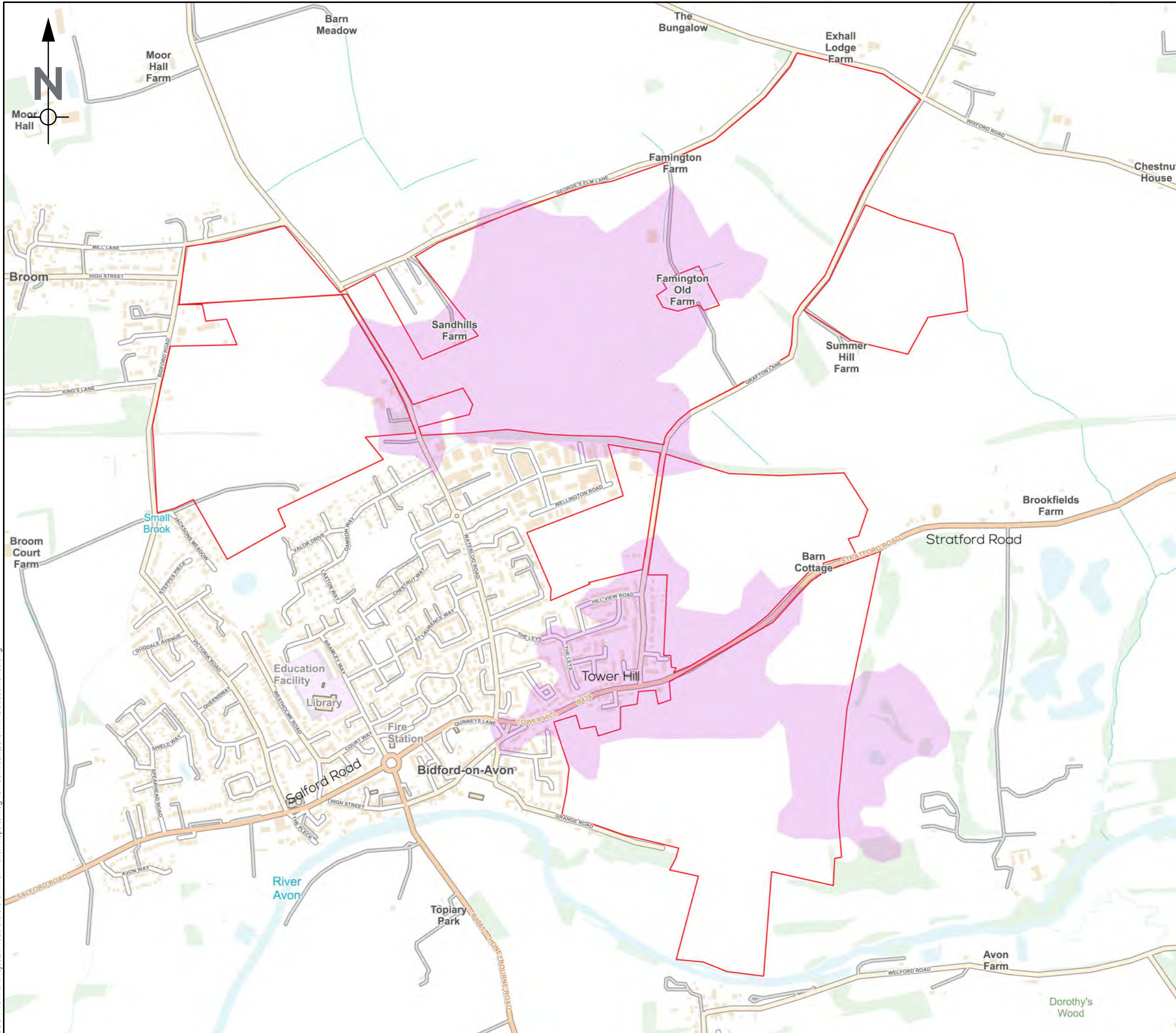
- 6.2.5 Walking isochrones demonstrate that it is not a 15 minute neighbourhood proposal, remote from the village centre. It is argued that it does not follow the adopted 'sustainable travel and economy' approach offering very little for sustainable transport. It would be a car dominated development that national policy has moved away from.

The BID1 allocation needs to be deleted from the SWLP

- 6.2.6 The proposed BID1 allocation does not meet the sustainable transport objectives of national and local policy. Technical work undertaken with the DfT Connectivity Tool demonstrates that the necessary housing and employment development should be added to other settlements and sites that are sustainable

APPENDIX A: DISTANCE ISOCHRONES

LOGIN NAME: MORGAN CARTER
LOCATION: B:\Projects\11820 Bidford-on-Avon Parish Reps to Reg 19\Technical\GIS\TRACC\Isochrones.dwg



NOTES:

This scheme drawing has been developed as a design concept for the purposes of option testing and therefore does not represent a final design for construction.

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THIS DRAWING IS ONLY TO BE USED AT THE SIZE AND SCALE STATED BELOW.
ANY DISCREPANCIES ARE TO BE REPORTED TO THE DESIGNER NAMED BELOW.

Key

10 Minute Walking Isochrone

Site Boundary

REV	DATE	DRAWN	REV'D	APP'D	NOTES

DRAWING STATUS

FINAL

NRP

NORMAN ROURKE PRYME

London

57 Webber Street,

London, SE1 0RF

+44 (0)207 654 7280

Bristol

25 King Street,

Bristol, BS1 4PB

+44 (0)117 387 8910

www.nrpltd.com

CLIENT

Bidford-on-Avon Parish Council

PROJECT

Representation to Reg 19 Consultation
South Warwickshire Local Plan

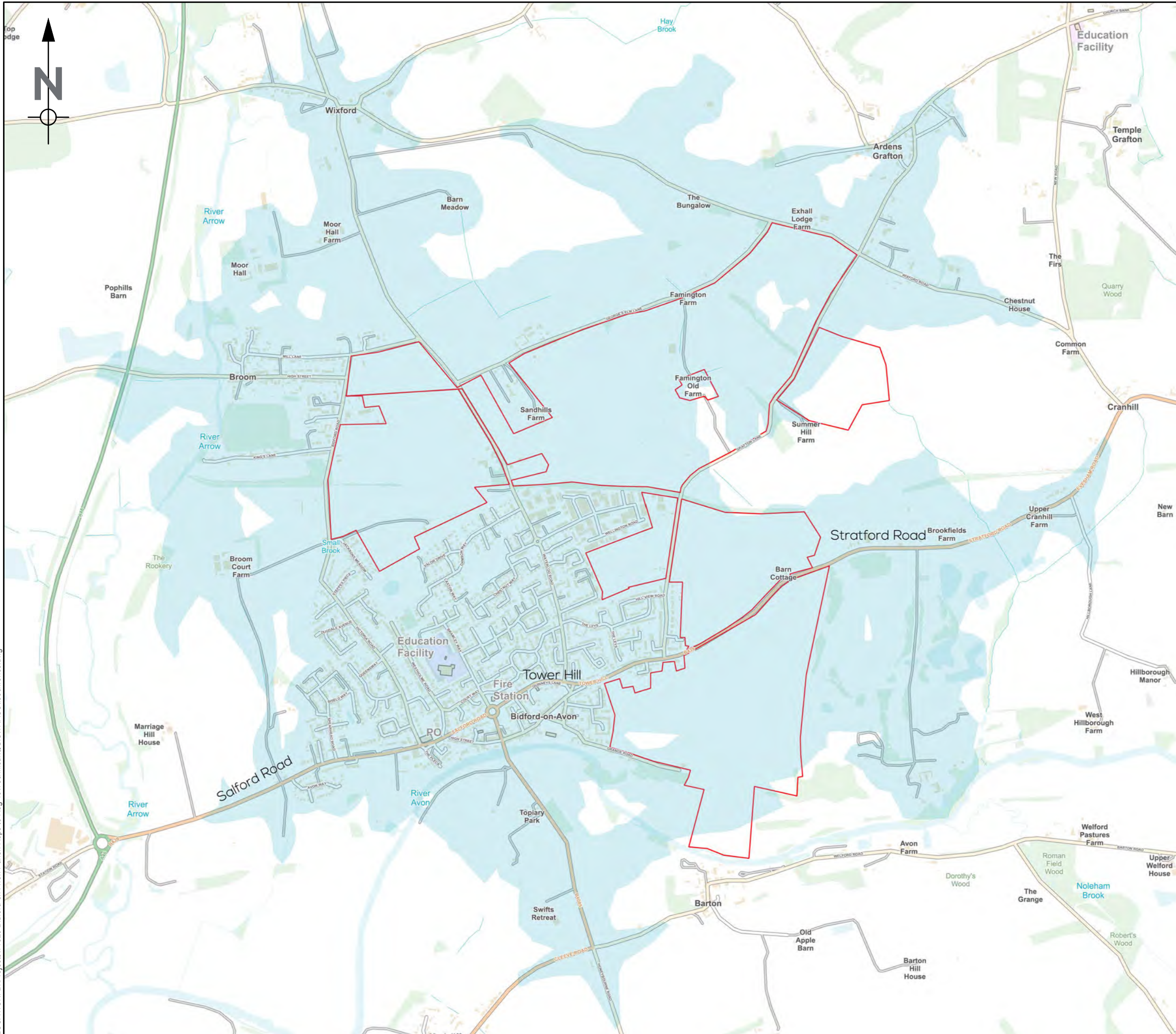
DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
MC	MC	CB	02.09.26	DK	02.09.26

TITLE

10 MINUTE WALKING ISOCHRONES

SCALE	DRAWING No	REV
NTS	Figure 4.1	10

LOGIN NAME: MORGAN CARTER
LOCATION: B:\Projects\11820 Bidford-on-Avon Parish Reps to Reg 19\Technical\GIS\TRACC\Isochrones.dwg



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ANY DISCREPANCIES ARE TO BE REPORTED TO THE DESIGNER NAMED BELOW.

Key

10 Minute Cycling Isochrone

Site Boundary

REV	DATE	DRAWN	REV'D	APP'D	NOTES

DRAWING STATUS

FINAL

NRP

NORMAN ROURKE PRYME

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57 Webber Street,

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Bristol

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Bristol, BS1 4PB

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CLIENT

Bidford-on-Avon Parish Council

PROJECT

Representation to Reg 19 Consultation
South Warwickshire Local Plan

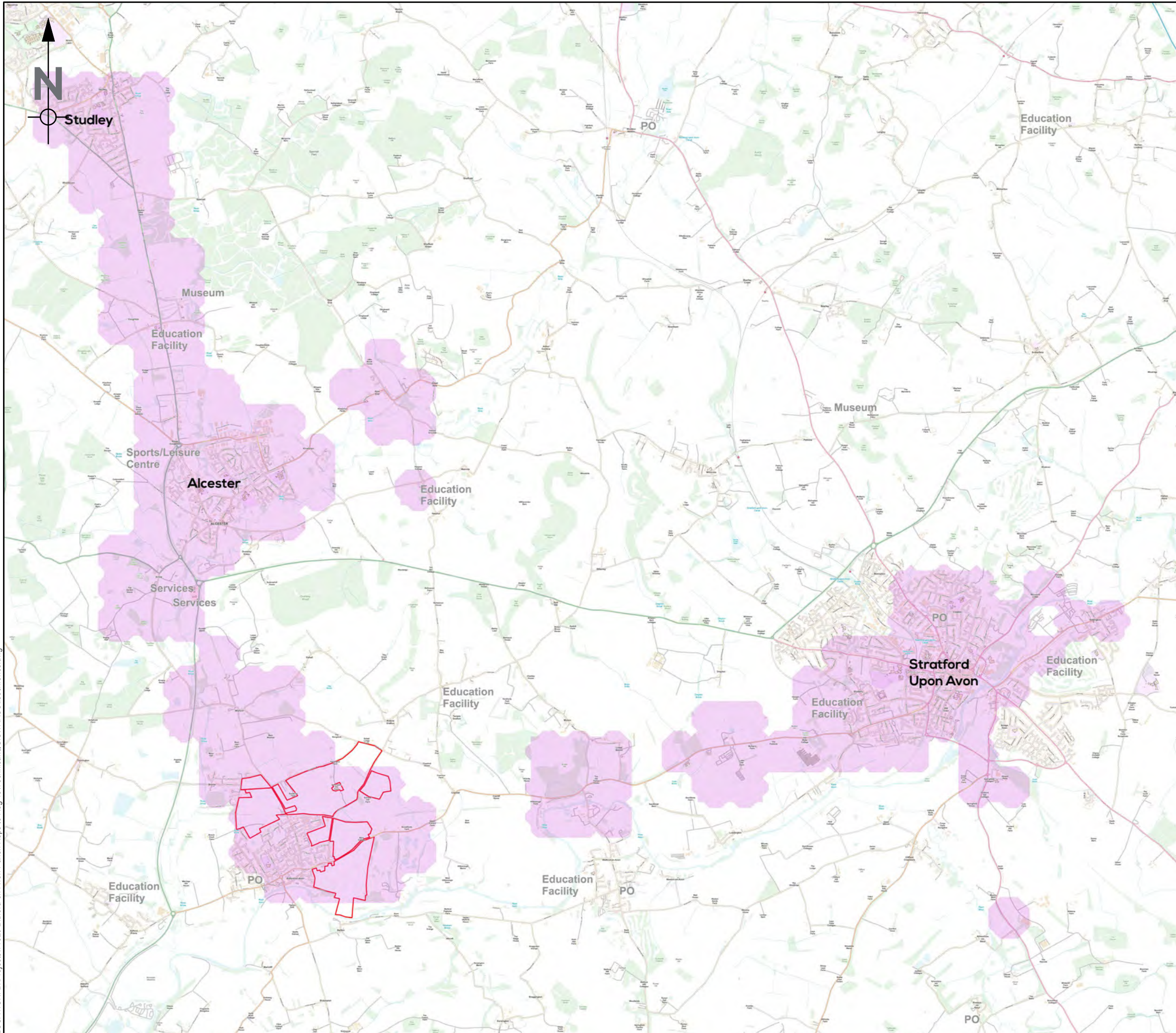
DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
MC	MC	CB	02.09.26	DK	02.09.26

TITLE

10 MINUTE CYCLING ISOCHRONE

SCALE	DRAWING No	REV
NTS	Figure 4.2	10

LOGIN NAME: MORGAN CARTER
LOCATION: B:\Projects\11820 Bidford-on-Avon Parish Reps to Reg 19\Technical\GIS\TRACC\Isochrones.dwg



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Key

60 Minute Public Transport Isochrone

Site Boundary

REV	DATE	DRAWN	REV'D	APP'D	NOTES

DRAWING STATUS

FINAL

NRP

NORMAN ROURKE PRYME

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57 Webber Street,
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CLIENT

Bidford-on-Avon Parish Council

PROJECT

Representation to Reg 19 Consultation
South Warwickshire Local Plan

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
MC	MC	CB	02.09.26	DK	02.09.26

TITLE

60 MINUTE PUBLIC TRANSPORT ISOCHRONE

SCALE	DRAWING No	REV
NTS	Figure 4.3	10

A3

APPENDIX B: MODELLING RESULTS TN

Warwickshire County Council

South Warwickshire Local Plan STA Testing

SLR Project No.: 431.000286.00100.09

12 May 2026

Revision: 01

BIDFORD ON AVON STA TESTING RESULTS SUMMARY

1.0 Introduction

- 1.1 SLR Consulting have been commissioned by Warwickshire County Council to undertake the traffic modelling analysis, in support of the Strategic Transport Assessment (STA), with the aim of identifying the predicted impacts resulting from the delivery of the developments included within the new South Warwickshire Local Plan (SWLP).
- 1.2 This technical note has been produced to outline the inclusions, initial impacts, required schemes and resultant model performance reported within the Bidford on Avon model network. The note has been produced following the release of the initial model output information pack, which is provided within **Appendix A**.
- 1.3 The extent of coverage included within the Bidford model is illustrated within the following figure. The Bidford base model has recently been calibrated to reflect 2025 network conditions, before being forecast to create a 2050 future year scenario. This represents predicted network conditions inclusive of all known highway schemes by 2050. There are no committed developments in this area, and therefore the scenario simply contains traffic growth forecasts. This is an estimate of the likely status of the network, if no other developments were to be approved between now and 2050.
- 1.4 The SWLP STA testing presented within this note has been completed using the 2050 Reference Case scenario, as a starting point/benchmark.

Figure 1: Bidford Model Network



Objectives

- 1.5 The objective of this assessment is to understand the implications of the proposed new Local Plan development allocation strategy which WDC/SDC are promoting through its SWLP submission. The initial findings from this assessment have been set out within this summary note which reports upon:
- The potential impact, on the Bidford highway network, of traffic growth arising from the allocation strategies.
 - The mitigation measures required to support the growth and minimise the effect on the operation of the transport network.

2.0 STA Model Inclusions

- 2.1 The initial stages of this assessment details the predicted impacts associated with the inclusion of the core SWLP sites within the Bidford model demands. Details pertaining to the sites for inclusion within the core assessment have been provided by WDC/SDC.
- 2.2 WCC have provided trip rates, by land use, which SLR have then combined with the site information provided by WDC/SDC, to determine a trip generation estimate for each site to be considered.



- 2.3 An appropriate trip distribution assignment for each site was then derived, using WCC's 2023 Mobile Network Database (MND) database. Separate trip distributions were produced for each site depending on the predominant land use on each site. The WCC MND data considers all journey purposes and is more recent than the 2021 census, which was affected by the Covid-19 pandemic, and therefore is considered the most appropriate source of trip distribution information.
- 2.4 The distribution patterns have then been routed through the road network, via the use of TRACC, a tool developed by Basemap. The trip ends identified through the MND analysis for each distribution are weighted by population, and the TRACC is used to estimate the likely routes to be taken by drivers, between the given site and trip end location, based upon the time the trip is anticipated to take.
- 2.5 Once the trip distribution patterns were derived for each site, the anticipated trip generation values were also applied to the distribution, to determine traffic flow assignment patterns predicted to be generated by each development site.
- 2.6 The sites included within the modelling consist of Strategic Growth Locations (SGL) and Non-Strategic Growth Locations (NSGL), which are summarised within the following tables and figure:

Figure 2: SWLP STA Sites (Bidford Area)

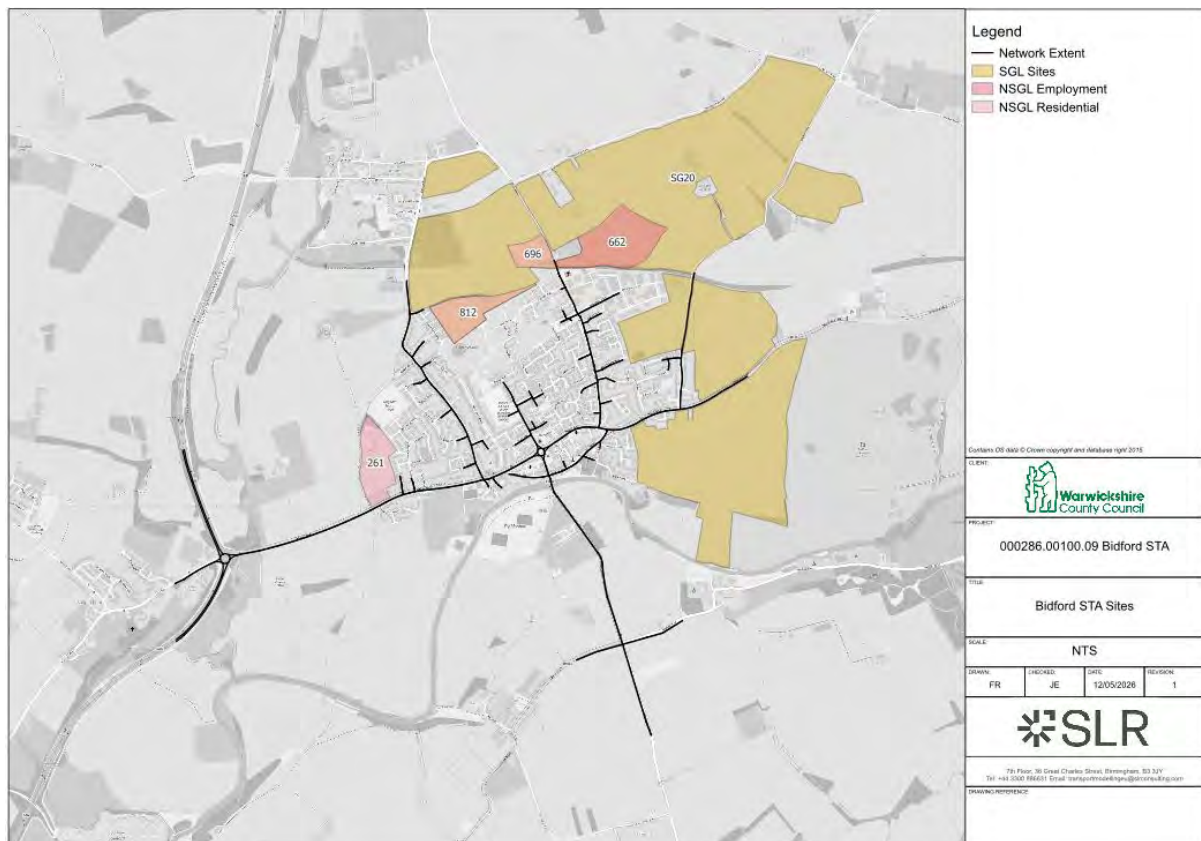


Table 1: SGL Sites

STA Sites	Build Out	
	Dwellings	Employment (ha)
SG01	3,940	1.5
SG02	0	93.85
SG04	626	0
SG05	1,363	0
SG06	2,143	0
SG08	1,200	0
SG09	750	121
SG10	1,945	0
B1	4,500	0
SG12	3,940	5
SG13	0	157.01
SG15	3,250	27
SG16	0	62.81
SG18-N	905	0
SG18-S	669	0
SG19	2,585	0
SG20	3,120	11
SG23	2,600	3.3
E1	4,000	69.8

**sites highlighted are those which lie within the Bidford model extent*

Table 2: NSGL Residential Sites (within Bidford Network)*

STA Sites	Build Out	
	Site Name	Dwellings
261	Land at Marriage Hill Farm, Bidford on Avon	159
696	Land at Waterloo Road, Bidford-on-Avon	75
812	East of Jacksons Meadow, Bidford-on-Avon/Moorland Lodge	143

**a further 59 NSGL residential sites lie outside the Bidford model extent*

Table 3: NSGL Employment Sites (within Bidford Network)*

STA Sites	Build Out	
	Site Name	Floor Area (ha)
662	Holders	10.23

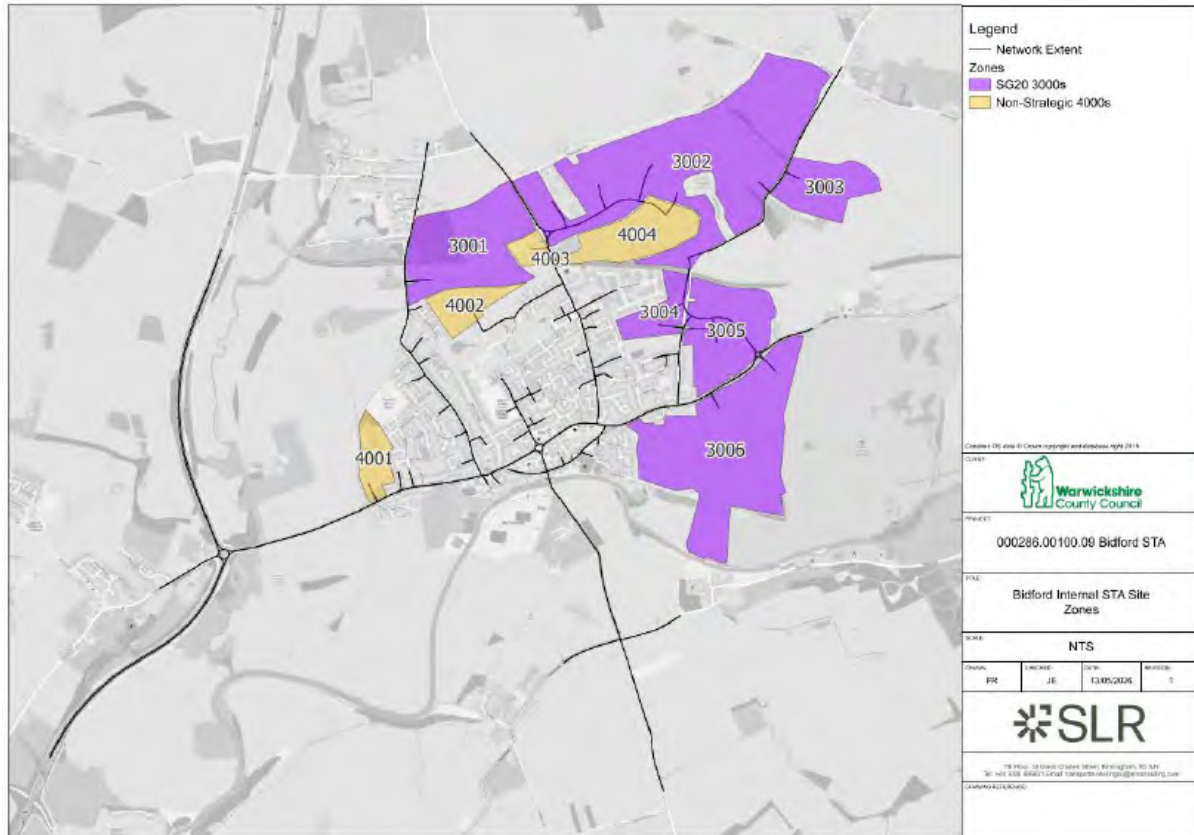
**a further 16 NSGL employment sites lie outside the Bidford model extent*



Internal Site Inclusions

- 2.7 Within the Bidford testing, the SG20 strategic site and the NSGL sites detailed within the previous tables have been included within the model in detail. The SG20 site has been divided into six parcels across Bidford, as presented within the following figure:

Figure 3: Internal STA Sites



- **SG20** (3,120 Dwellings and 11ha of employment site) - Zones 3001 – 3006 - accessed via off Victoria Road, Stratford Road, Grafton Lane;
- **Land at Marriage Hill Farm** – Zone 4001 - accessed via a new priority junction;
- **East of Jacksons Meadow** - Zone 4002 - accessed off Victoria Road;
- **Land at Waterloo Road** - Zone 4003 – accessed off Waterloo Road/Wellington Road roundabout
- **Holders Employment Site** - Zone 4004 – accessed off Wellington Road

Scenarios Assessed

- 2.8 The analysis presented within this note is based upon a series of model scenarios, that are built up from the benchmark scenario, in this case, the existing 2050 Reference Case. This model is inclusive of all consented infrastructure, and background traffic growth up to 2050, within the Bidford model network.



- 2.9 There are no sites within the currently adopted plan, not yet consented, within the Bidford model extent, and as such there is no “Local Plan model” (as is the case for the other models within WCC) and therefore the Reference Case is considered the appropriate benchmark in these circumstances.

Do Nothing Scenario

- 2.10 Using the benchmark scenarios detailed above, the relevant sites from the proposed Local Plan have then been added into the Bidford model, to form the 2050 Local Plan Do Nothing scenario. At this stage the only infrastructure included relates to site specific access junctions.

Do Minimum (Mode Shift)

- 2.11 Following the review of the Do-Nothing scenarios, the first stage of mitigating the impacts arising from the inclusion of the Local Plan sites has been to consider the role that achieving mode shift (based on policy targets already defined by WCC through existing strategies and measures) has in reducing the potential adverse impacts of traffic growth. The application of the mode shift is considered the essential first stage of any mitigation strategy.

Do Something (Mitigation)

- 2.12 The Do Minimum scenarios represent the first phase of mitigation. This scenario is then interrogated to identify remaining residual impacts on the highway network which may necessitate mitigation via highway capacity improvements.
- 2.13 At this stage, mitigation has been included within the model to create the Do Something scenario, whereby infrastructure is gradually included within the network in response to the issues observed within the model.
- 2.14 Based on the above, the resulting model scenarios reported within this note are defined as follows:
- **2050 Reference Case:** The benchmark scenario inclusive of background traffic growth only (there are no committed developments);
 - **2050 Local Plan Do Nothing:** as per the Reference Case + full STA proposals;
 - **2050 Local Plan Do Minimum:** as per the Do Nothing with mode shift demand adjustments applied; and
 - **2050 Local Plan Do Something:** as per the Do Minimum with identified highway mitigation included.

Demand and Growth Level Summary

- 2.15 Following development of the corresponding demand sets for the Local Plan scenario, the resultant hourly demand totals and growth levels, over the 2025 baseline, are presented within **Table 4**.



- 2.16 Upon inclusion of the traffic demands associated with the proposed SWLP developments, the model demands have been reviewed and constrained against national forecasts using DfTs National Trip End Model (NTEM). The demands have been capped to a “target” growth factor from the TEMPro database, derived for the Bidford area using MSOA Stratford-on-Avon 004 to constrain the “internal” traffic growth, and at county level of “Warwickshire” for “external” trips.
- 2.17 This has been informed via adjusting the housing projections within the planning assumptions in TEMPro to reflect the housing delivery proposed for the Bidford Area and across the County respectively.

Table 4: Demand Totals & Growth Levels by Scenario

Scenario	0700 to 0800	0800 to 0900	0900 to 1000	1600 to 1700	1700 to 1800	1800 to 1900
2050 Reference	3,710	4,129	3,167	4,201	4,417	3,312
Growth	15.72%	15.92%	15.16%	16.60%	16.67%	16.54%
Local Plan Do Nothing	4,113	4,641	3,560	4,727	4,977	3,715
Growth	28.29%	30.27%	29.49%	31.19%	31.47%	30.74%

Effects of Modal Shift

- 2.18 Prior to the development of the ‘Do Something’ scenarios, which involves the identification and inclusion of targeted highway mitigation schemes, the first stage of mitigation within the Bidford model assessment is the consideration of the role of potential modal shift across the model network. The adopted methodology for the inclusion of modal shift is consistent with that applied across all SWLP STA models, as detailed within a separate technical note¹.
- 2.19 Adjustments have been made to the model demands to reflect “normal” and “optimistic” levels of mode shift. The “normal” mode shift adjustments are based upon targets within the LCWIP up to 2030 and have resulted in approximately 0.38% reductions in the model demands.
- 2.20 Given that Bidford is relatively remote from neighbouring town centres (i.e. Warwick, Leamington, Stratford upon Avon etc), there are predicted to be more limited opportunities to shift modes and for shorter distance trips, than in larger towns; meaning at this stage the “normal” levels of mode shift have been considered within this assessment. This lower level of mode shift is to be expected given the high proportion of longer distance trips, which are less likely to shift the mode of travel, within the Bidford model network.

¹ 000286.00100.R001.SWLP Mode Shift Methodology



- 2.21 Consideration as to how the “optimistic” targets affect the outcomes of the modelling is due to be considered via sensitivity testing following the completion and submission of the core testing.
- 2.22 **Table 5** presents the impact on the total model demands, once the “normal” levels of mode shift have been applied.

Table 5: Pre and Post Mode Shift Demand Comparison (Local Plan Options)

Scenario	0700 to 0800	0800 to 0900	0900 to 1000	1600 to 1700	1700 to 1800	1800 to 1900
2050 Reference	3,710	4,129	3,167	4,201	4,417	3,312
Growth	15.72%	15.92%	15.16%	16.60%	16.67%	16.54%
Local Plan Do Nothing	4,113	4,641	3,560	4,727	4,977	3,715
Growth	28.29%	30.27%	29.49%	31.19%	31.47%	30.74%
Local Plan Do Min (Normal)	4098	4623	3548	4709	4958	3701
Growth	27.91%	29.89%	29.13%	30.82%	31.09%	30.37%

3.0 Do Nothing Assessment

- 3.1 The initial stage of assessment considers the impact of the predicted Local Plan traffic, in addition to background traffic growth. The traffic predicted to be generated by the additional Local Plan sites has been included within the model, to form the “2050 Local Plan Do Nothing” scenario. The 2050 Local Plan Do Nothing scenario was run and the resultant model operation reviewed.
- 3.2 It was quickly apparent that the model becomes gridlocked in a number of the model runs, and is unable to provide reliable results, whereby the volume of traffic on the network becomes such that the road network becomes fully congested, after which traffic movements effectively stop. This is demonstrated by the following congestion profile graphs, which illustrate the number of vehicles on the model network across the AM and PM period.
- 3.3 It is typically expected that the number of vehicles on the network would build throughout the simulation period, to peak during the peak period, before dissipating. As is demonstrated within the following two figures, there is a high occurrence, particularly during the PM period, whereby the number of vehicles on the network continuing to build throughout the simulation, indicating that there is gridlocking occurring preventing vehicles from completing their journey.



Figure 4: Vehicles on the Network Congestion Profile – Do Nothing Scenario - AM Period

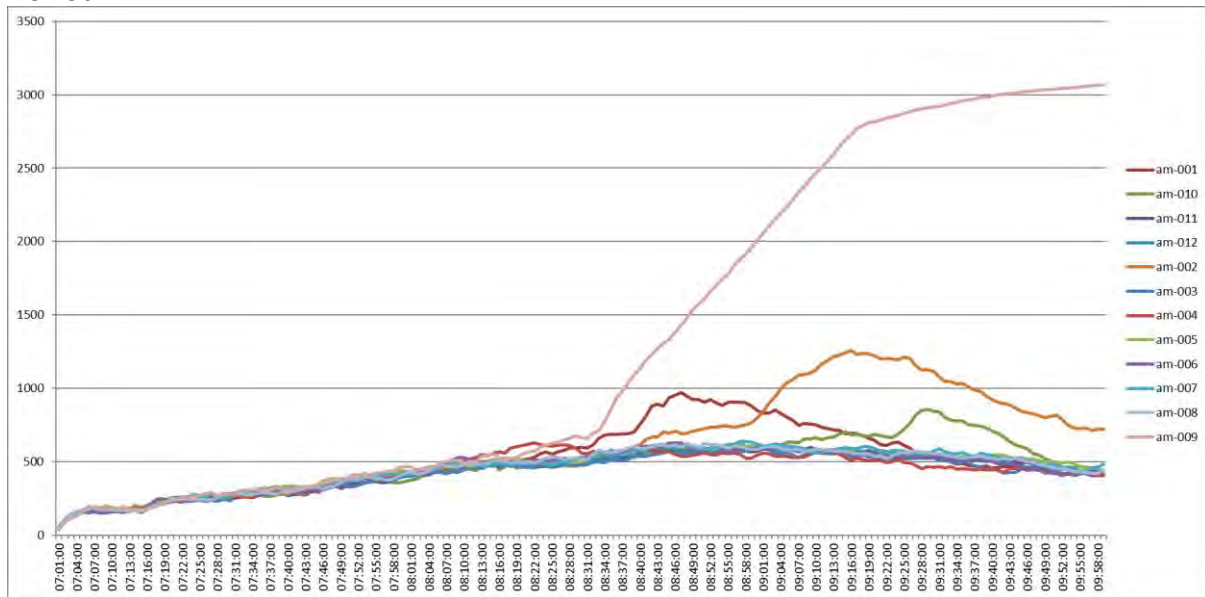
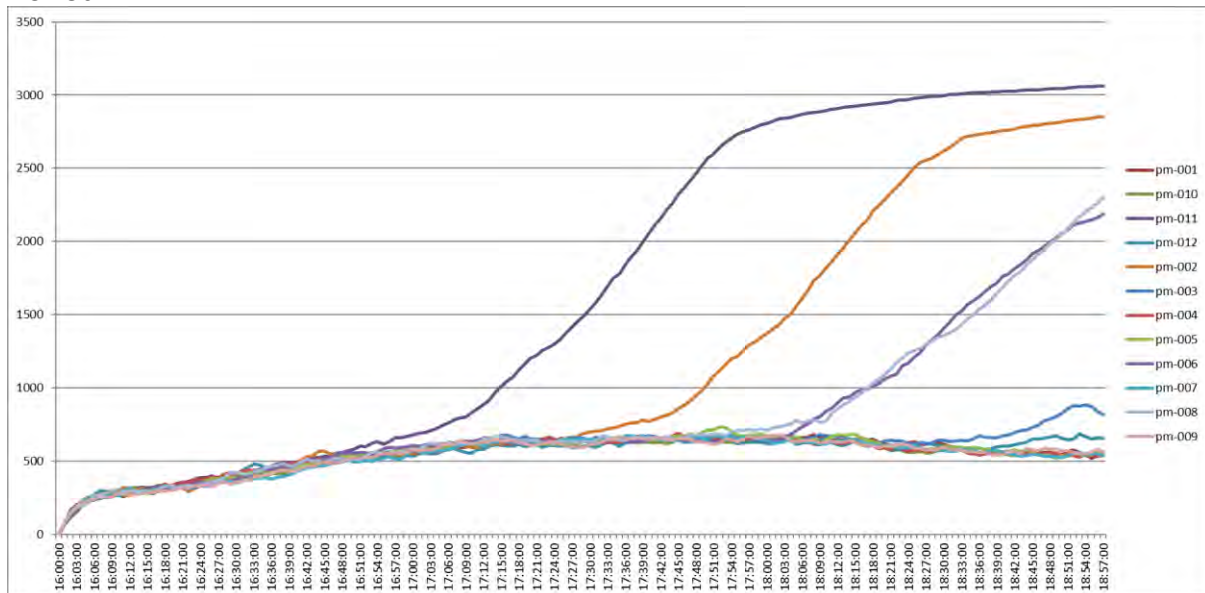


Figure 5: Vehicles on the Network Congestion Profile – Do Nothing Scenario - PM Period



- 3.4 Based upon the congestion profiles presented, and a visual review of the model operation, without further interventions, the network does not have capacity for the volume of traffic assigned without significant queues and model stability issues. As a result, the following section details the first stage of intervention in the form of mode shift demand changes.

4.0 Do Minimum (Mode Shift) Assessment

- 4.1 Following the reporting of the Do Nothing scenario, the mode shift adjustments have been applied to the model demands, in line with the description provided within the previous text. These demands have been assigned to the models, and the model runs and reported within the following section.



Figure 6 Vehicles on the Network Congestion Profile – Do Minimum Scenario - AM Period

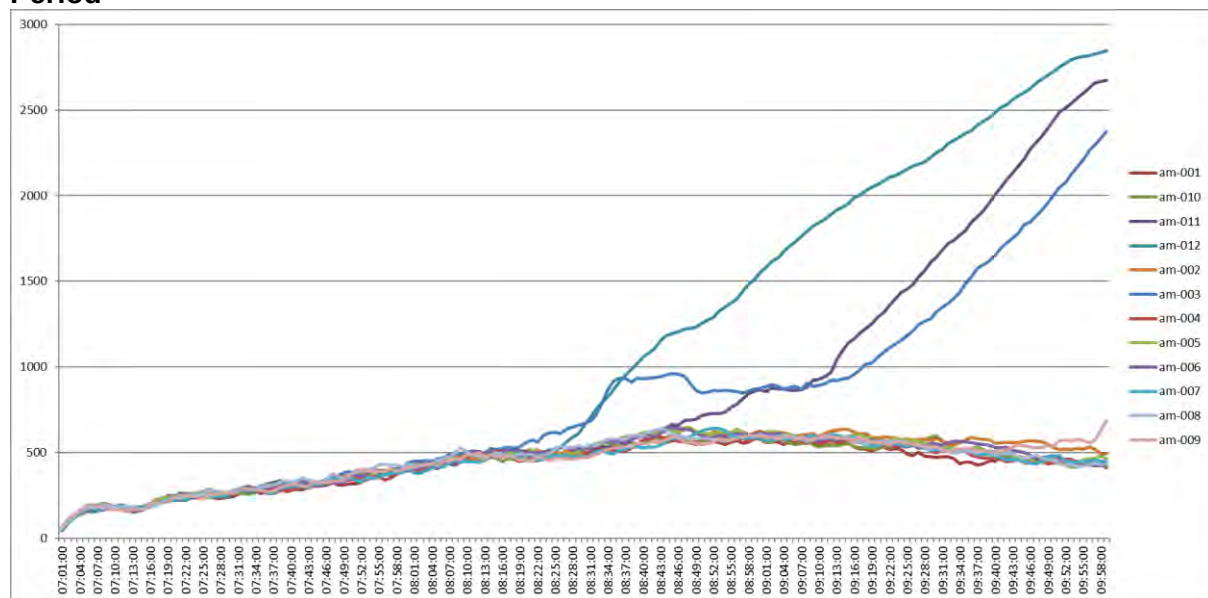
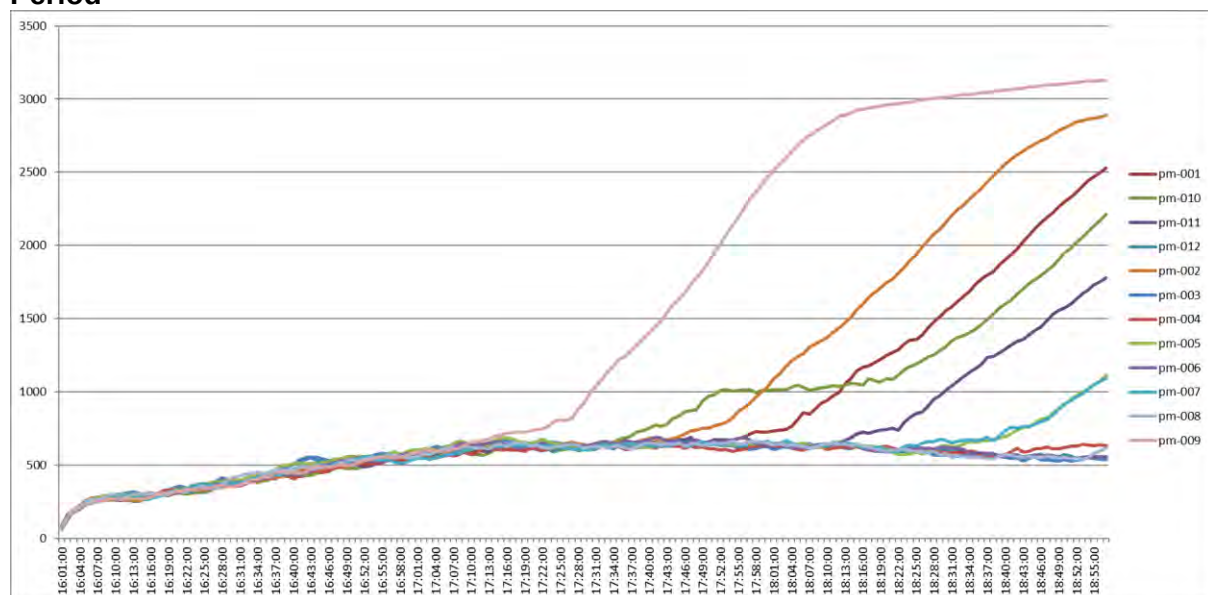


Figure 7 Vehicles on the Network Congestion Profile – Do Minimum Scenario – PM Period



- 4.2 The vehicles on the network profiles presented within the previous two figures has demonstrated that with the mode shift applied, the model stability has not improved over that reported within the Do Nothing scenarios, and there remains a number of instances of “failed” runs, indicating that there is a risk that significant issues will remain that will prevent the network from functioning acceptably.
- 4.3 Alongside the congestion profiles, a consideration of the impacts that the inclusion of the STA sites, along with the application of a mode shift impacts has, is reported within the following outputs, initially focusing on changes in the average journey time results, at a strategic level, before providing a more localised assessment through queue length analysis.

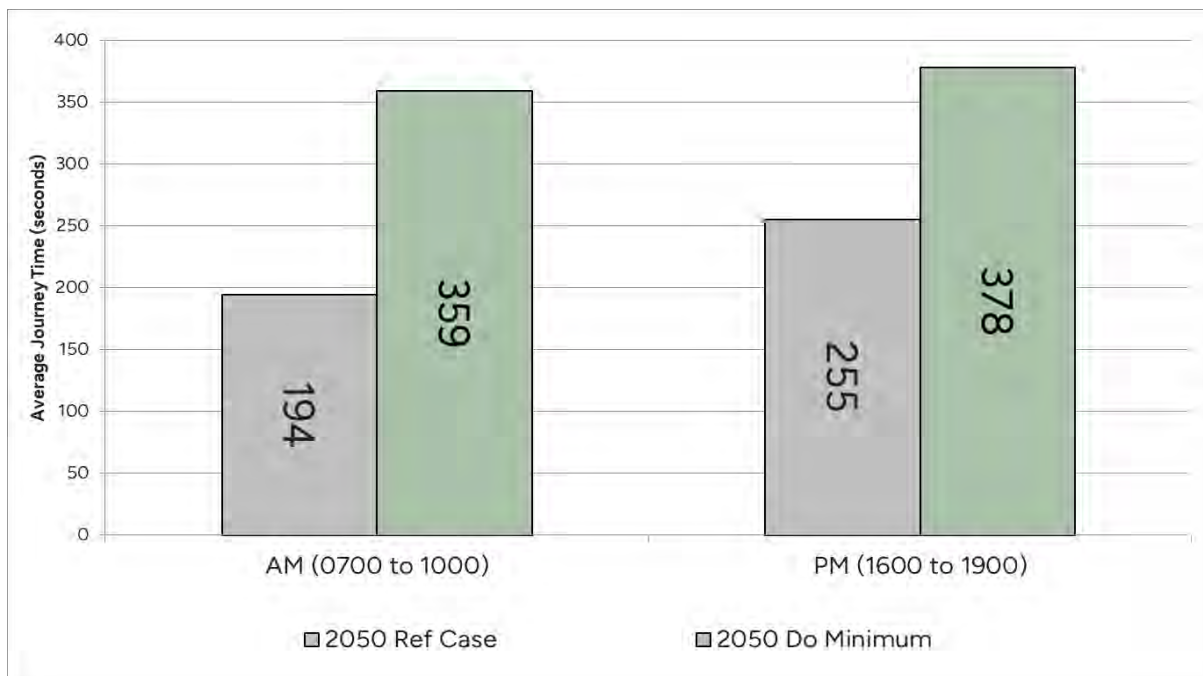


- 4.4 It should be noted that the instability within the model means that these outputs are not necessarily reliable but they do provide an initial indication of the effects of the SWLP site traffic demands to understand where the most significant issues are predicted to occur.

Strategic Level/Network Wide Impacts

- 4.5 The following figures report the strategic level impact on journey times within the 2050 Local Plan Do Minimum (mode shift) scenario, relative to the 2050 Reference Case (i.e. benchmark scenario).

Figure 8: Average Journey Times – Bidford LP Do Minimum (Mode Shift) Assessment



- 4.6 The results presented within the previous figure indicate the average journey time for each vehicle on the model network in the Reference Case and Local Plan Do Minimum (mode shift) scenarios.
- 4.7 With the inclusion of the mode shift, when considered alongside the Local Plan sites, the results indicate significant increases in average journey times, relative to the Reference Case. This is to be expected given the amount of additional traffic included in the network, generated by the STA sites, combined with the very low levels of mode shift likely to be achieved within Bidford. The average journey times are predicted to increase by 85% in the AM and 48% in the PM period, relative to the Reference Case.
- 4.8 The strategic level indicators presented within the previous figure indicate that with the STA trips included, with just the mode shift assumptions applied, there remains residual impacts within the model, which is continuing to result in significant constraints to the operation of the highway network.



Localised Queue Impacts

- 4.9 The following analysis presents a localised impact assessment, based upon changes in queues lengths across the model network. The previous figure has highlighted that residual impacts occur following the inclusion of the STA site demands, at strategic level. The following queue plots seek to outline the locations on the network that these issues are predicted to manifest. This analysis is presented within the following two figures for the AM and PM peak hours.

Figure 9: Bidford LP Do Minimum Queue Impacts – AM Peak Hour



Figure 10: Bidford LP Do Minimum Queue Impacts – PM Peak Hour



- 4.10 The queue results presented within the previous figures indicate the location and extent of changes in queue lengths in the Local Plan Do Minimum scenario, relative to the Reference Case. In line with the average journey time results, there remain notable impacts once the additional Local Plan sites (and mode shift) is accounted for within the modelling.
- 4.11 The plots indicate that significant queue impacts are predicted at the following locations within both the AM and PM period:
- B439 Tower Hill/Waterloo Road
 - Waterloo Road/Wellington Road
- 4.12 Significant queues form on the Waterloo Road southbound approach to the B439 Tower Hill/Waterloo Road junction during both the AM and PM periods. This is in part due to the large increases in traffic on Waterloo Road, generated by the SG20 site, but is also a result of higher traffic flows on the B439 which reduces gaps in traffic for traffic to exit Waterloo Road.
- 4.13 The result is significant queues forming from this junction which block back to the Waterloo Road/Wellington Road roundabout, having knock on impacts at this location. This impact occurs during the AM and PM periods and is demonstrated within the following model snapshot.



Figure 11 Waterloo Road Capacity Issues



- 4.14 In addition to this, because of the constraint to traffic travelling through the network at this location, it is not possible to fully understand the implications of the SG20 traffic on the Bidford Bridge, as a significant amount of traffic that will cross the bridge is held in the queue on Waterloo Road.
- 4.15 It is clear that the B439 Tower Hill/Waterloo Road junction is over-capacity within this scenario; however, it is also apparent that the fact that significant amounts of SG20 traffic is loading onto Waterloo Road is also likely to be a key constraint within this model network.
- 4.16 In addition to the above, further, less significant impacts are also modelled at the following locations:
- A46/Salford Road/Station Road roundabout – queue increases on the A46 S approach in the AM and A46 N approach in the PM
 - B4085/Tower Hill/Salford Road roundabout – queue increases on the B4085 S approach in the PM peak which block back from this roundabout to the bridge and beyond on Honeybourne Road

Do Minimum Scenario Summary

- 4.17 Based upon the analysis presented within this section, the inclusion of the SWLP sites, along with an allowance for mode shift changes, on top of the 2050 Reference Case conditions, results in a number of areas of impact across the model extent, which appears to be impacting on the model stability. These impacts are largely focused on the routes that traffic generated by the SG20 site take to reach the wider model network, via the Waterloo Road.



- 4.18 The next stage of this assessment focuses on options for mitigating these impacts, considering the locations identified through the assessment presented within this section of analysis.

5.0 Do Something Assessment

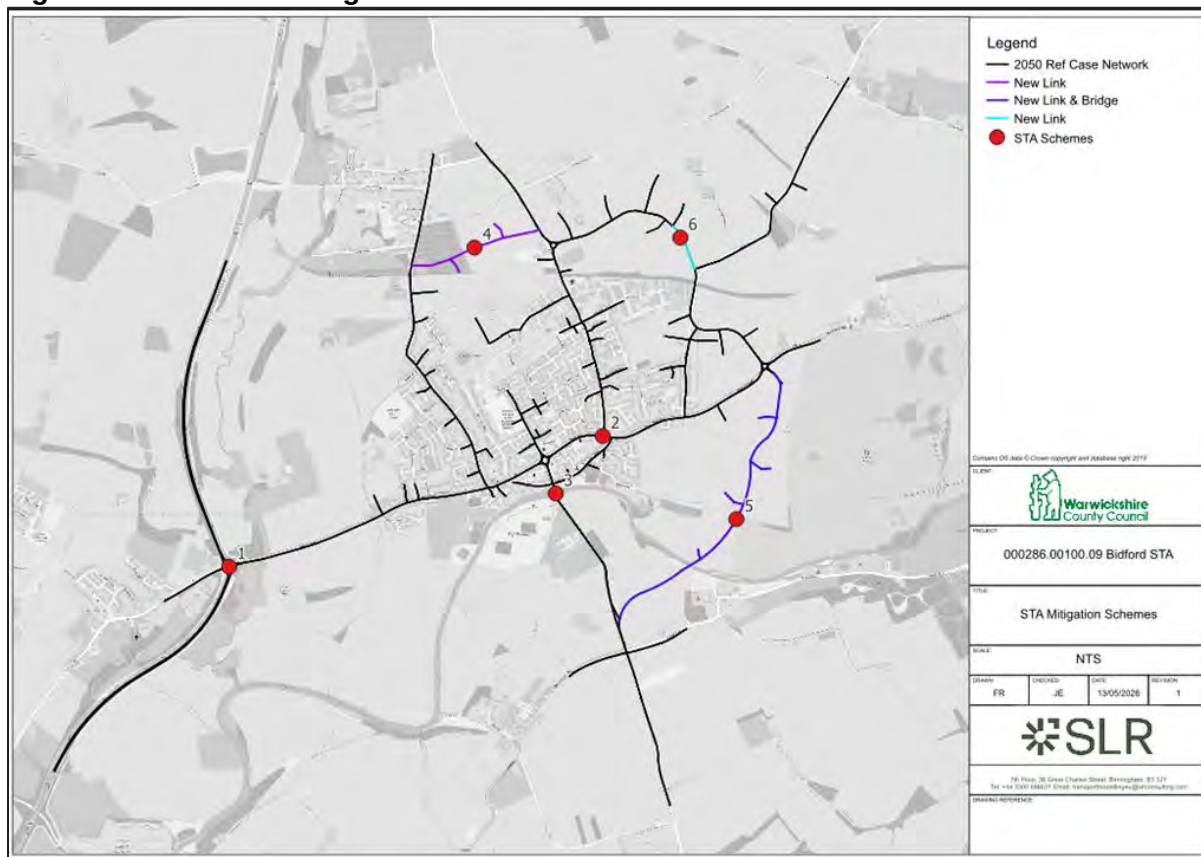
- 5.1 Further to the results presented for the Do Minimum scenarios, the following details the highway infrastructure schemes introduced to the Bidford model, to minimise the impact on the modelled network performance, once the SWLP site traffic demands are included. This forms the Do Something scenario.

Scheme Assumptions

- 5.2 As part of the assessment work, a series of mitigation proposals have been derived for inclusion within the model network. The starting point for this work was a Local Plan Do Nothing highway network with the Do Minimum demands (i.e. inclusive of mode shift). The process of identifying the infrastructure for inclusion within the model network was iterative, with measures being included in response to issues observed on the network and then subject to further optimisation as the effect on network operation, of the new schemes, was established.
- 5.3 The schemes proposed within the modelling have not been subject to any detailed design or safety review at this stage. Furthermore, it should not be assumed that the schemes recommended through this study are fixed and will be delivered in the exact form described within this report.
- 5.4 It is intended that the schemes proposed are outline schemes which may change through further optimisation and detailed design that will precede the final delivery. Thus, the concept and location of the schemes are considered fundamental rather than the precise form at this stage as it would be impractical to expect all schemes to be fully designed at this stage of the assessment, particularly given the extended time frame associated with the delivery of the Local Plan.
- 5.5 The following figure illustrates the location of each mitigation scheme across the Bidford network, with further details on each scheme provided within the following text.



Figure 12: Identified Mitigation Schemes in Bidford Network



Scheme 1 – A46/B439 Roundabout

- 5.6 The scheme involves the partial signalisation of the roundabout, with signals introduced on the A46 approaches from the north and south, and adjacent circulatory. The scheme is intended to better balance queues that are predicted to form across the roundabout.

Scheme 2 – B439/ Waterloo Road

- 5.7 The scheme at this location consists of signalising the existing T-junction. This scheme is intended to alleviate queues predicted to form on Waterloo Road where the existing layout requires vehicles to give way to traffic from B439 Tower Hill.

Scheme 3 – Bidford Bridge B4085

- 5.8 The scheme introduced on the Bidford Bridge is to enforce a traffic restriction whereby traffic is no longer permitted to cross the bridge in a northbound direction. The intention is to force the northbound traffic to make use of the new bridge proposed as part of Scheme 5, which has the additional benefit of reducing traffic routing through the middle of Bidford.



Scheme 4 – Bidford Road/ Waterloo Road

- 5.9 The scheme at this location consists of delivering a new link between the Bidford Road/Victoria Road and Waterloo Road. This link will route through the SG20 site, and will form part of the access into this site. The scheme is intended to enable traffic to avoid the centre of Bidford.

Scheme 5 – B439 Stratford Road/ B4085 Honeybourne Road.

- 5.10 The scheme at this location consists of the delivery of a new link between the B439 Stratford Road and Honeybourne Road, through the SG20 site. This link includes the provision of a new river crossing, over the River Avon, within the SG20 site. Delivering this link reduces traffic routing through Bidford town centre and over Bidford Bridge. This also will be used as a site access for part of SG20.

Scheme 6 – Grafton Lane/Waterloo Road.

- 5.11 The scheme at this location consists of delivering a new link between the Grafton Road and Waterloo Road. This link will route through the SG20 site, and will form part of the access into this site. As per Scheme 4, this scheme is intended to enable traffic to avoid the centre of Bidford.

Do Something Impact Analysis

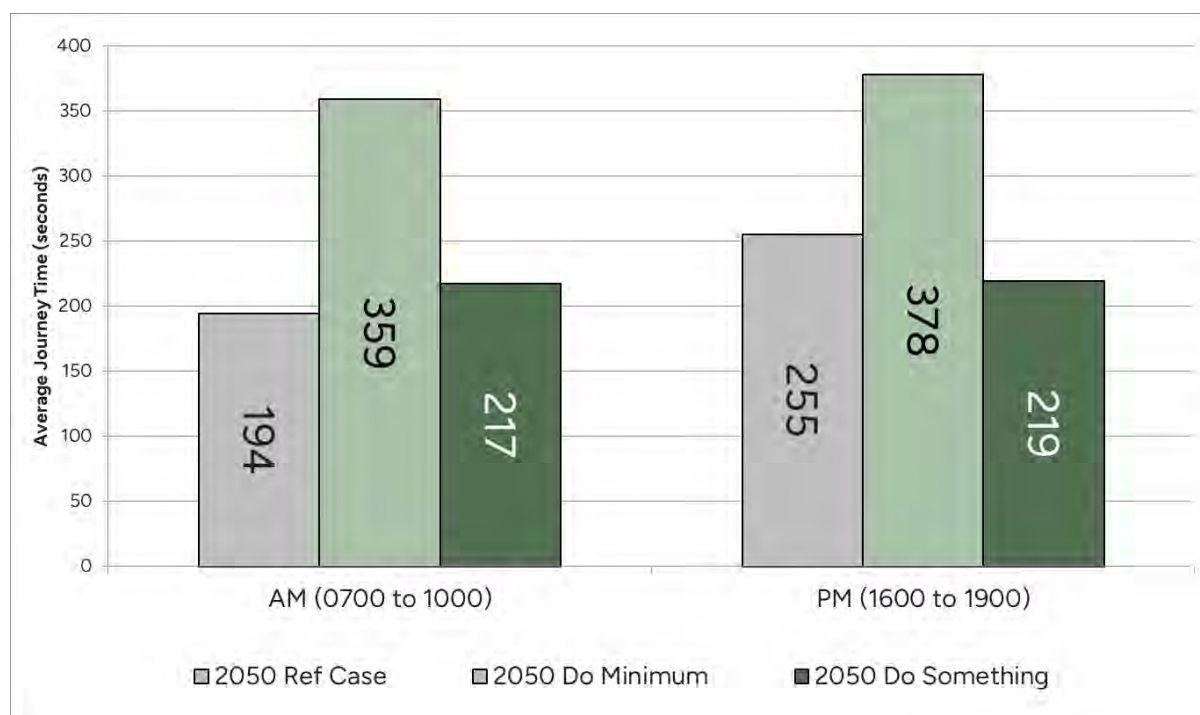
- 5.12 Following the inclusion of the above schemes within the models, this form the “2050 Do Something” scenario, the model has been run and the impacts reported. At this stage the mitigation has been included in the Do Something scenario inclusive of mode shift.

Strategic Level/Network Wide Impacts

- 5.13 The impact assessment initially focuses on the average journey time impacts, before providing a more localised assessment through queue length analysis. The following figure summarises the strategic level delay impacts within the 2050 Local Plan Do Something scenario, relative to the 2050 Reference Case and 2050 Local Plan Do Minimum (Mode Shift) scenario.



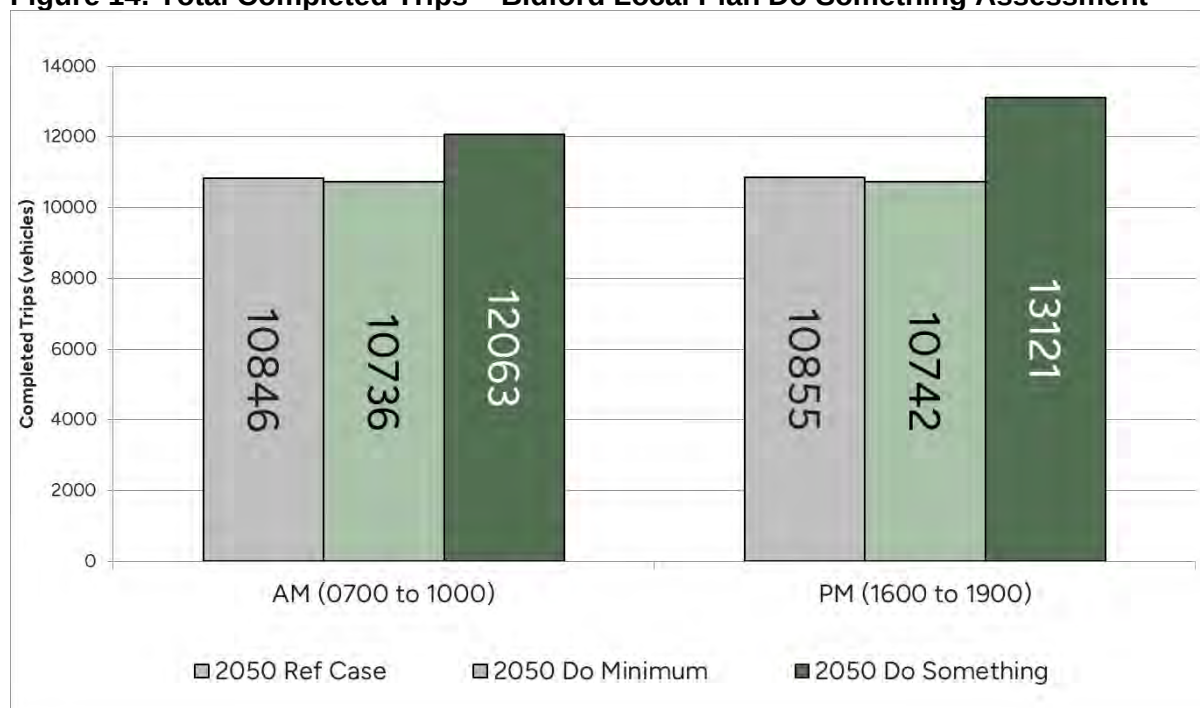
Figure 13: Average Journey Time Impacts – Bidford Local Plan Do Something Assessment



- 5.14 The results presented within the previous figure indicates that the introduction of the highway mitigation schemes reduces the average journey times for all vehicles on the network significantly compared with the previous Local Plan (Do Minimum) scenario.
- 5.15 The introduction of the mitigation schemes has a significant beneficial impact at a strategic level, with average journey times reducing by 40% in the AM period, and 42% in the PM period relative to the Local Plan Do Nothing scenario.
- 5.16 When compared with the Local Plan Reference Case, it is also notable that, at a strategic level, the SWLP sites, if accompanied by mode shift and mitigation identified, results in a level of delay that is higher than the benchmark scenario by 12% in the AM period, whilst in the PM period, there is a notable 14% reduction in average journey times.
- 5.17 Further to this, the total completed trips in the Do Something scenario have been compared to the Reference Case, and Local Plan Do Nothing and Do Minimum scenarios within the following figure.



Figure 14: Total Completed Trips – Bidford Local Plan Do Something Assessment



- 5.18 The total completed trips results indicate that the inclusion of the scheme enables the demands assigned to the 2050 Local Plan models to be completed, indicated by the higher number of completed trips when compared to the Local Plan Do Minimum scenarios, (within which the number of trips assigned is the same as the Do Something scenario).
- 5.19 The modelling indicates that the inclusion of the schemes identified, are critical to ensuring that the additional traffic demands assigned to the model network in the Local Plan scenarios can be accommodated.

Localised Queue Impacts

- 5.20 The following analysis presents a more localised impact assessment, based upon changes in queues lengths across the model network. This analysis is presented within the following two figures for the AM and PM peak hours respectively, focusing on the 2050 Local Plan Do Something relative to the 2050 Reference Case.



Figure 15: Bidford Do Something Scenario Queue Impacts – AM Peak Hour

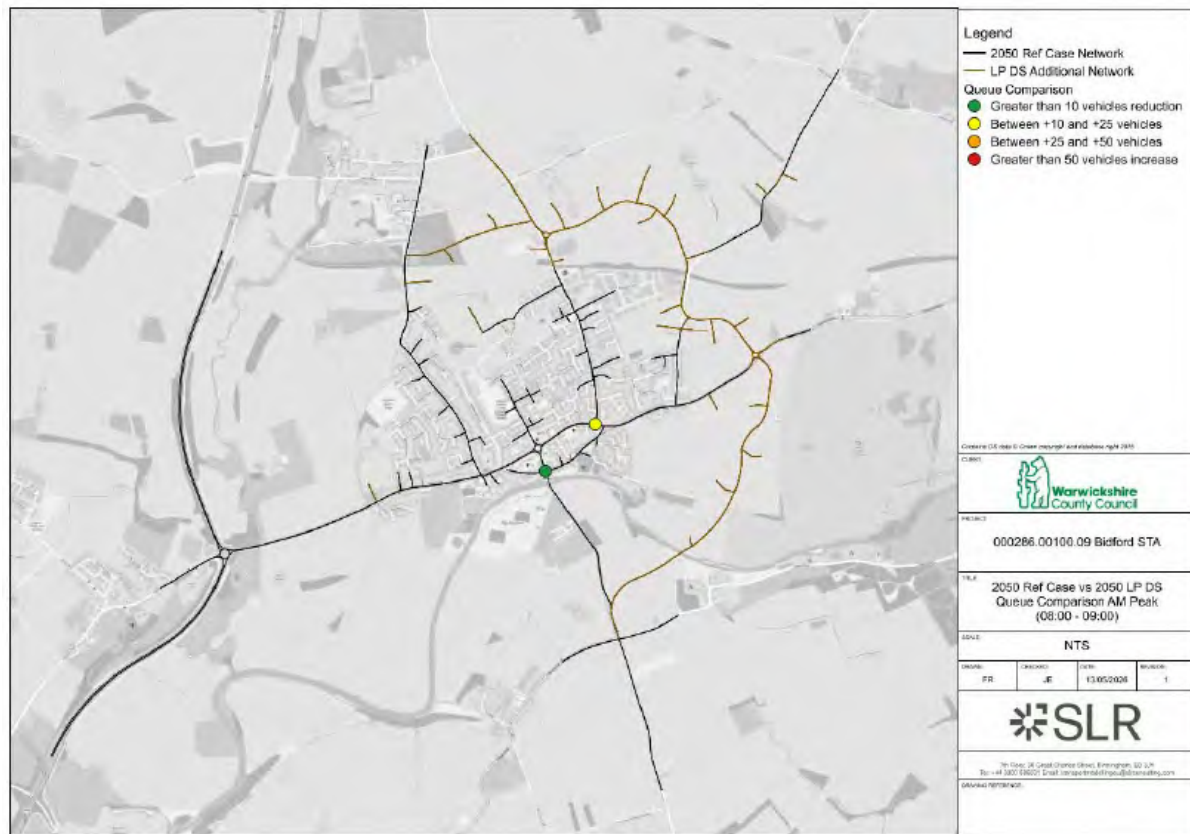


Figure 16: Bidford Do Something Scenario Queue Impacts – PM Peak Hour



- 5.21 The queue results presented within the previous two figures indicate the location and extent of changes in queue lengths in the Local Plan Do Something scenario, relative to the Reference Case.
- 5.22 The AM queue plot indicates that, once the mitigation schemes are included on the network, very little impact on the network performance, relative to the Reference Case occurs, with one instance of queue reductions, and one instance of queue increases. Clearly the introduction of the new links at Scheme 4, 5 and 6 enables the SG20 traffic to route through the network without having the previously modelled significant impacts on Waterloo Road.
- 5.23 With the schemes delivered, queues are predicted to reduce at the northern end of the Bidford Bridge, which is a direct result of the introduction of the new link/bridge crossing resulting in lower flows across the existing bridge.
- 5.24 The one location of minor queue increases occurs on the Waterloo Road approach to the B439 Tower Hill /Waterloo Road junction, where some minor residual queues remain.
- 5.25 These results clearly indicate that the mitigation introduced is enabling the SWLP traffic to be accommodated on the network with minimal residual delays in the AM period.
- 5.26 During the PM, similar impacts are modelled, with the previously modelled significant impacts around Waterloo Road removed. Queue reductions are also modelled at the Bidford Bridge, achieved through the delivery of the new link/river crossing through the SG20 site. Residual impacts continue to occur at the B439/Waterloo Road junction, however the queue increases reported here are minor/manageable. It is also notable that during the PM period, with the scheme included at the A46/B439 roundabout that previously modelled queue impacts at this location are reduced.

Do Something Impact Summary

- 5.27 Based upon the analysis presented within this section, the inclusion of the identified highway schemes, results in a stable model network, in which the additional demands included within the models, related to the SWLP sites can be accommodated. Although an element of mode shift is accounted for within the modelling, given the location and size of Bidford, it is unlikely that this will form a significant part reducing queue impacts from the SG20 site in this model area.
- 5.28 The modelling indicates that the schemes that provide new links through the network enable the growth associated with the SGL sites in this area to be accommodated without detrimentally impacting upon Waterloo Road, the Bidford Bridge, and the centre of Bidford itself.
- 5.29 The modelling is indicating that minor residual impacts will remain at the B439/Waterloo Road junction, however, aside from this one instance, there is no further worsening of the network conditions relative to the Reference Case.



- 5.30 In summary, with the additional infrastructure as identified within this assessment, particularly the new link roads through the SG20 site identified (Schemes 4, 5 and 6) results in the network operating in a stable manner, and the resultant impacts on the highway network being manageable.

6.0 Summary and Conclusions

- 6.1 The purpose of this report is to provide an overview of the work that has been undertaken to appraise the implications, on the transport network, of the options for development identified through the SWLP, specifically within the Bidford area.
- 6.2 The expectation is that the outcomes of the modelling assessment which are presented within this Report will provide WDC/SDC and WCC with an understanding of how the operation of the transport network may be affected by the allocation of the proposed developments, as well as identifying areas where interventions may be considered essential in managing the traffic impacts and enabling the developments to come forward as the Plan is delivered.

Do Nothing/Do Minimum Assessment

- 6.3 The initial stage of assessment considers the impact of the predicted Local Plan traffic, in addition to the predicted 2050 traffic growth conditions. The traffic predicted to be generated by the SWLP sites has been included within the model, to form the “2050 Local Plan Do Nothing” scenario. The 2050 Local Plan Do Nothing scenario was run and the resultant model operation reviewed. It was quickly apparent that the model becomes gridlocked in a number of the model runs, and is unable to provide reliable results, whereby the volume of traffic on the network becomes such that the road network becomes fully congested, after which traffic movements effectively stop.
- 6.4 Following the reporting of the Do Nothing scenario, an element of mode shift has been captured within the modelling, to form the first stage of mitigation. The inclusion of the allowance for mode shift changes within the context of Bidford is small, and therefore the modelling continues to result in a number of areas of impact, which appears to be continuing to impact on the model stability.

Scheme Assumptions

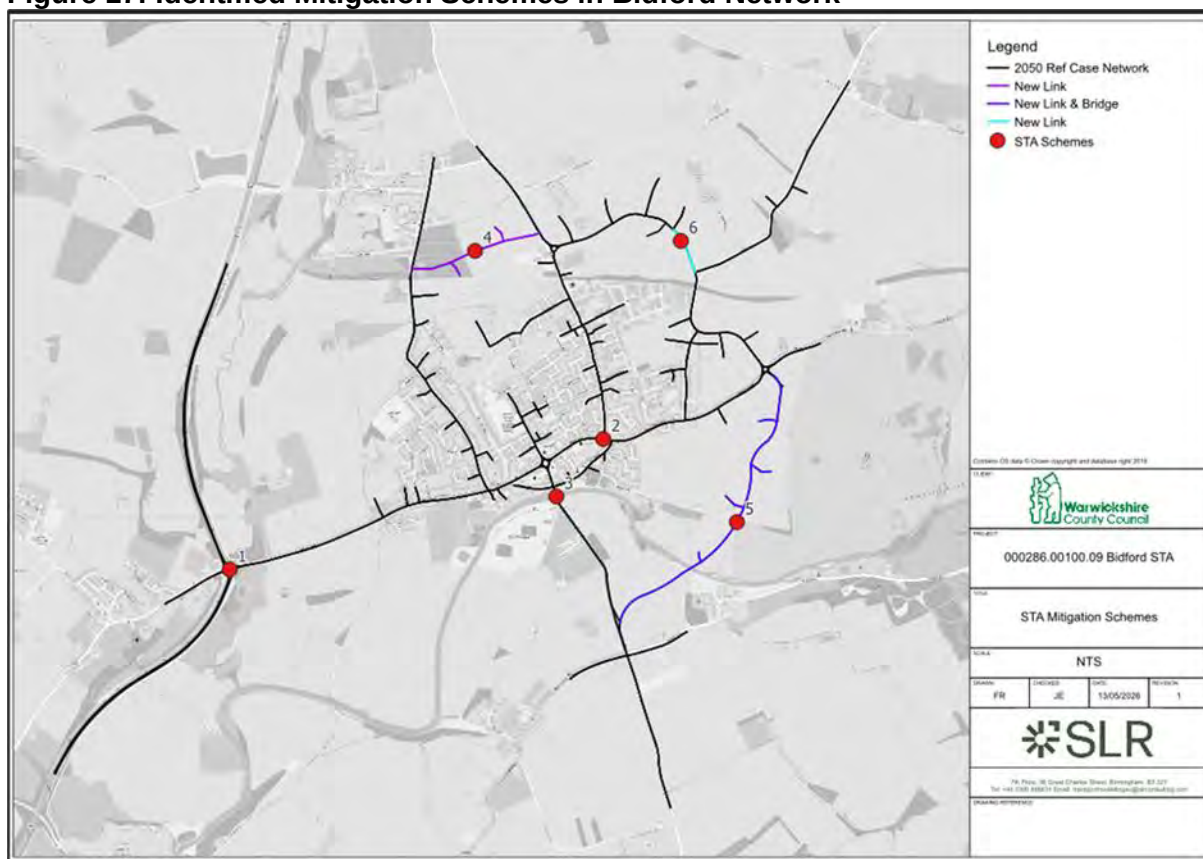
- 6.5 Following on from the Do Minimum assessment, a series of highway mitigation proposals have been derived for inclusion within the model network. The process of identifying the infrastructure for inclusion within the model network was iterative, with measures being included in response to issues observed on the network and then subject to further optimisation as the effect on network operation, of the new schemes, was established.
- 6.6 The schemes proposed within the modelling have not been subject to any detailed design or safety review at this stage. Furthermore, it should not be assumed that the schemes



recommended through this study are fixed and will be delivered in the exact form described within this report.

- 6.7 The following figure illustrates the location of each mitigation scheme across the Bidford network, with further details on each scheme provided within the body of the report.

Figure 17: Identified Mitigation Schemes in Bidford Network



Local Plan Sites Assessment

- 6.8 Based upon the analysis presented within this report, the inclusion of the identified highway schemes, alongside the mode shift, results in a stable model network, in which the additional demands included within the models related to the SWLP sites can be accommodated.
- 6.9 The modelling indicates that the schemes surrounding the town centre (Schemes 2 and 3) can manage the growth associated with the SGL sites in this area. Critically, the new links delivered as part of Scheme 4, 5 and 6 enable significant traffic volumes generated by the SG20 site to avoid Waterloo Road, the town centre, and the existing Bidford Bridge, which in turn significantly improves the reported levels of delay within the model.
- 6.10 In summary the schemes, with an element of mode shift applied, in the Local Plan Do Something have provided mitigation on key corridors and within the town centre, which has resulted in the network operating in a stable manner, and the resultant impacts on the highway network being manageable, and in some instances, improved over the benchmark scenario.



Conclusions

- 6.11 The modelling demonstrates that, without intervention, delivery of the South Warwickshire Local Plan would result in severe congestion in and around Bidford with model stability issues indicating the model becoming gridlocked.
- 6.12 Introducing an element of mode shift is of limited benefit, given the small number of short distance trips within Bidford, and higher propensity for longer distance trips either through the network, or to/from Bidford to nearby towns.
- 6.13 Accordingly, a comprehensive package of highway mitigation, alongside any mode shift, is considered essential. When this mitigation is applied, the network becomes stable and capable of accommodating Local Plan growth, with AM peak conditions close to the Reference Case, and improvements in network conditions achieved in the PM period. Key to this is the delivery of new link roads through the SG20 site, inclusive of the new river crossing between the B439 Stratford Road and Honeybourne Road.

Recommendations for Further Analysis

- 6.14 SLR would recommend that, once the core testing has been completed, and an understanding of 2050 network operation, inclusive of the SWLP development proposals, is obtained, it would be beneficial to consider the following:
- Further analysis pertaining to certain assumptions relating to the access and infrastructure assumptions required to support specific SGLs should be undertaken to establish the significance of assumed infrastructure and the effects of any suggested amendments to the proposed strategies.
 - Consideration of how effective the “optimistic” mode shift targets are at managing the residual impacts identified through the modelling completed to date and identify any further opportunities where this can be enhanced.
 - Updates to the modelling to address any design changes which are identified, associated with the interventions, as part of WCCs review of the identified proposals.
- 6.15 These are stages which would be beneficial in providing a better understanding of the network operation and potential influence of each of the schemes identified to date, however, the conclusions are unlikely to materially alter the findings presented to date and so are not essential in determining if the impacts of the SWLP proposals can be effectively managed through delivery of interventions which is set out within this assessment.



Appendix A Bidford Summary Information Pack



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Bidford-on-Avon 2050

May 2026





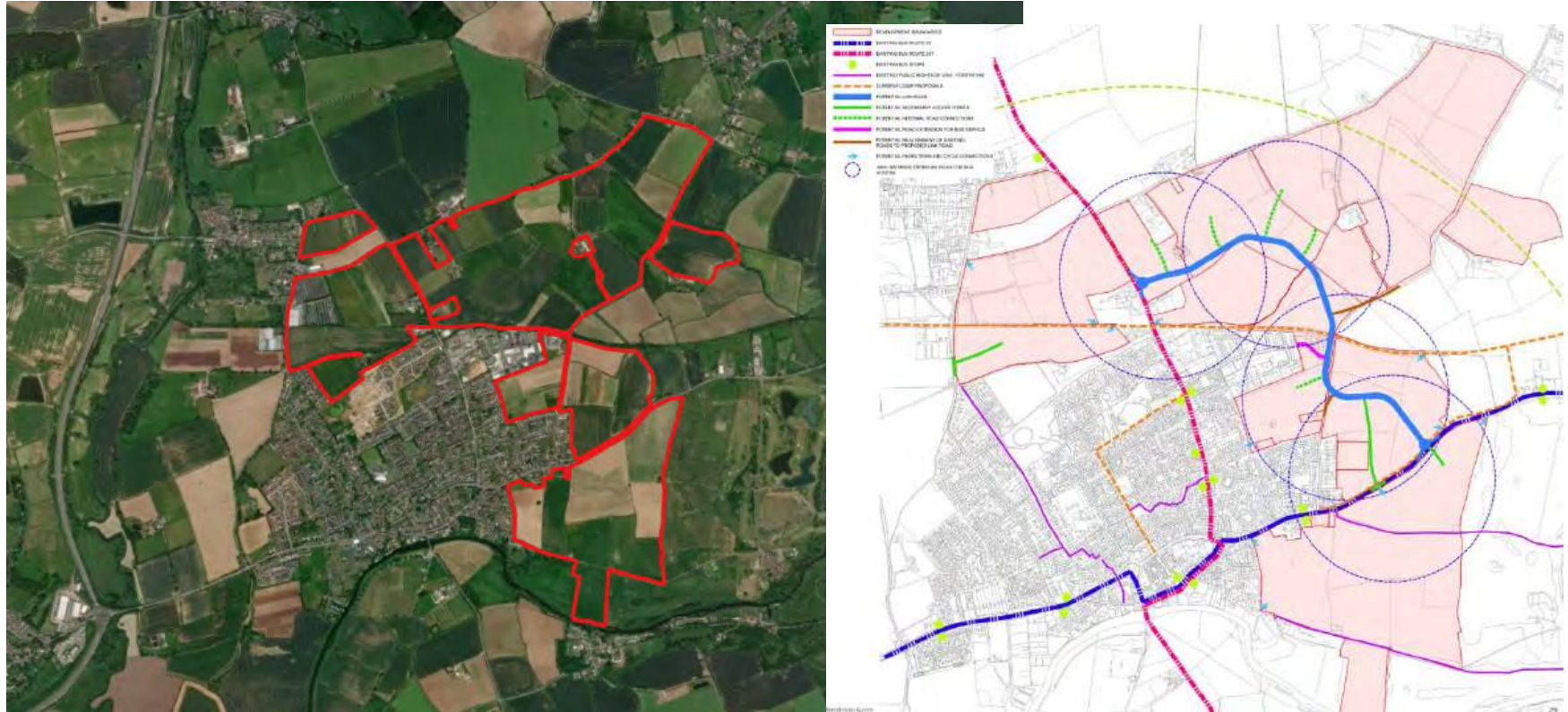
Contents

1. Site Infrastructure Assumptions
2. Assessment Scope and Development Inclusions
3. Ref Case vs Do Nothing/Do Minimum
4. Do Something Scenario Mitigation Schemes
5. Do Something Scenario Impacts



Site Infrastructure Assumptions







SG20 – Bidford On Avon



Issue 1. Link through development area likely to be essential to manage access across the network.

Issue 2. Very constrained narrow bridge, causes blocking back into town currently and would be significantly exacerbated by development proposals.

Note – if a new river crossing could be facilitated this would have very significant benefits. Existing crossing could be reconfigured to one way to prevent blocking into town.

Scale of development may support this – could be a significant opportunity but would require additional land and would be challenging to deliver due to Flood Zone.

SG20 – Bidford On Avon



Issue 3. There is a strong draw East. Traffic travelling north of M40 seeks access to A46 via shortest route. This leads to a lot of issues already at the Billesly Crossroad.



SLR reviewing the extent to which a new relief road will reduce this issue but a safety scheme at Billesley Crossroads may be essential. Assignment through rural villages likely to be unattractive.



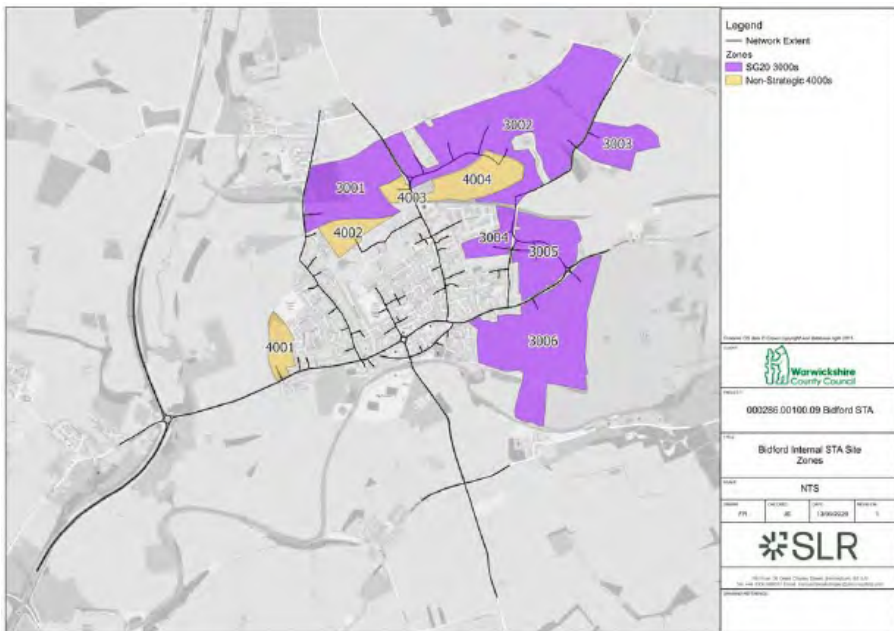
Assessment Scope and Development Inclusions

Background + SG20 + Non-strategic sites





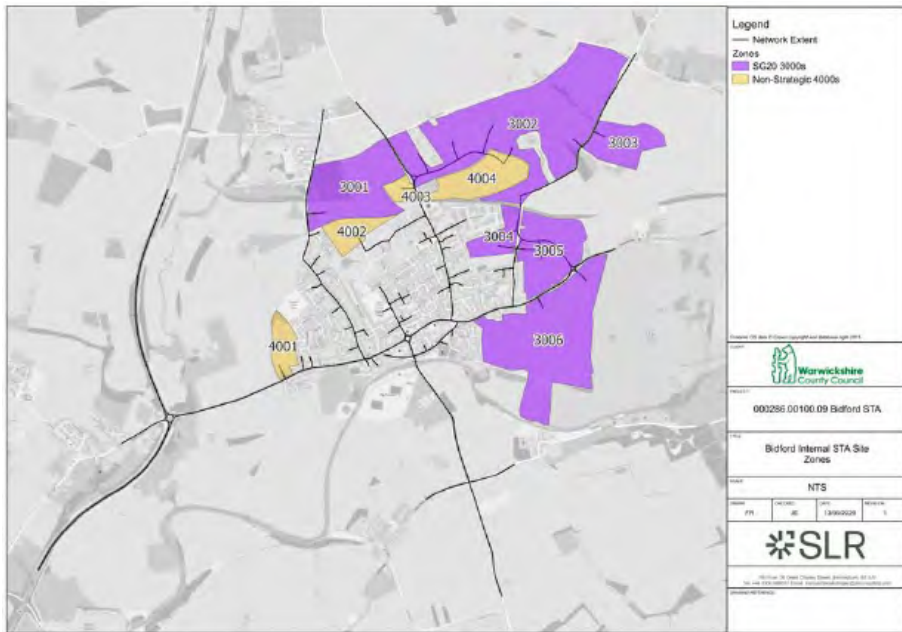
Assessment Scope - Background



- Bidford-on-Avon Model.
- 2050 Reference Case used as a benchmark for STA development testing.
- Proposed SWLP strategic sites within SG20 and the local Non-strategic sites assessed internally.
 - Details on following slides.



Assessment Scope – STA Sites



STA Sites	Build Out by 2050		Zone(s)
	Dwellings	Employment (ha)	
SG20	3,120	11	3001, 3002, 3003, 3004, 3005, 3006
NSGL-261	159	0	4001
NSGL-696	75	0	4003
NSGL-812	143	0	4002
NSGL-662	0	10.23	4004

- The above table shows the STA sites included as internal zones in the Bidford 2050 LP model.
- All other STA zones are included as external demands.



SG20 Trip Generation + Model Demands

SG12 Trips:	AM Peak (08-09)			PM Peak (17-18)			AM Period (07-10)			PM Period (16-19)		
	In	Out	Both	In	Out	Both	In	Out	Both	In	Out	Both
Residential	276	786	1,062	646	328	974	728	1,795	1795	1,708	978	2,686
Employment Lights	78	27	105	24	65	89	198	81	279	73	169	242
Total Lights	354	813	1,167	670	393	1,063	926	1,876	2,802	1,781	1,147	2,928
Employment HGVs	9	10	19	9	5	14	25	31	56	23	17	40

Matrix Level		AM Period			PM Period		
		07-08	08-09	09-10	16-17	17-18	18-19
1	Background Lights	2,246	2,663	2,128	2,828	3,071	2,167
2	Background + Growth Heavies	203	97	238	157	97	112
3	External Growth	557	582	440	597	617	465
4	Internal Dev Lights	1,230	1,514	880	1,283	1,371	1,090
5	External Dev Lights	230	299	181	303	324	246
6	Development HGVs	75	97	103	59	45	31
2050 Local Plan Demands		4,540	5,250	3,969	5,226	5,524	4,111



Scenarios Assessed – Demand Totals & Growth Levels

Scenarios		Description
1	2050 Reference Case	Benchmark Scenario – Initial Forecast Model, Inclusive of Consented Development and Infrastructure Only (+ Background Growth) – No SWLP Allocations
2	2050 Local Plan Do Nothing	With STA Development Sites (Inclusive of SG20) + Development Link Road/Access
3	2050 Local Plan Do Minimum	As per Scenario 2 + Mode Shift
4	2050 Local Plan Do Something	As per Scenario 3 + Inclusive of Schemes

Scenarios - Demand Totals & Growth Levels %	AM Period			PM Period		
	07-08	08-09	09-10	16-17	17-18	18-19
2025 Base	3,206	3,562	2,750	3,603	3,786	2,842
2050 Reference Case	3,710	4,129	3,167	4,201	4,417	3,312
Growth %	15.72%	15.92%	15.16%	16.60%	16.67%	16.54%
2050 Local Plan Do Nothing	4,113	4,641	3,560	4,727	4,977	3,715
Growth %	28.29%	30.27%	29.49%	31.19%	31.47%	30.74%
2050 Local Plan Do Minimum / Do Something (Mode Shift)	4,098	4,623	3,548	4,709	4,958	3,701
Growth %	27.91%	29.89%	29.13%	30.82%	31.09%	30.37%

TEMPro Factors	AM Period			PM Period		
	Origin	Destination	Average	Origin	Destination	Average
Internal (SuA012)	1.4804	1.1901	1.3353	1.2823	1.4653	1.3738
External (Warwickshire)			1.2489			1.2612



Effects of Capping

- Capping is applied to the Background Lights (matrix 1) demands within the 2025 model to reflect the redistribution of trips in response to the inclusion of consented and Local Plan STA developments, internally within Bidford.

Scenarios	AM Period			PM Period		
	07-08	08-09	09-10	16-17	17-18	18-19
2025 Base Background Lights (Matrix Level 1)	3,008	3,467	2,517	3,449	3,690	2,732
2050 Local Plan (STA) Difference – Growth to Adjust	-910	-1059	-567	-784	-800	-696
2050 Local Plan (STA) Background Lights (Matrix Level 1)	2,098	2,408	1,950	2,665	2,891	2,037



Effects of Mode Shift

Demands	AM Period			PM Period		
	07-08	08-09	09-10	16-17	17-18	18-19
Local Plan Total Demands						
Without Mode Shift	4,113	4,641	3,560	4,727	4,977	3,715
With Mode Shift	4098	4623	3548	4709	4958	3701
Traffic Demand Change from Mode Shift						
Difference	-16	-17	-13	-18	-19	-14
%	-0.38%	-0.38%	-0.36%	-0.37%	-0.38%	-0.37%

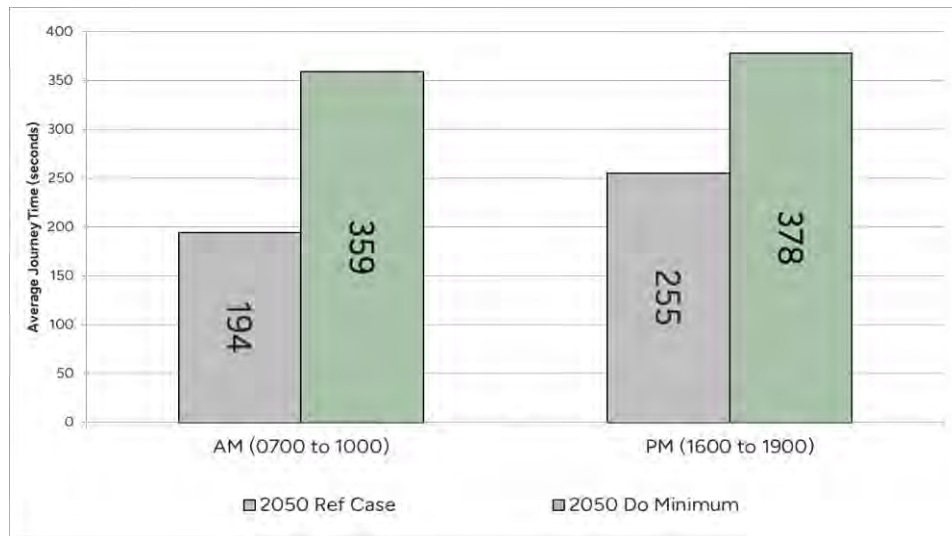


Ref Case vs Do Nothing/Do Minimum – Impacts

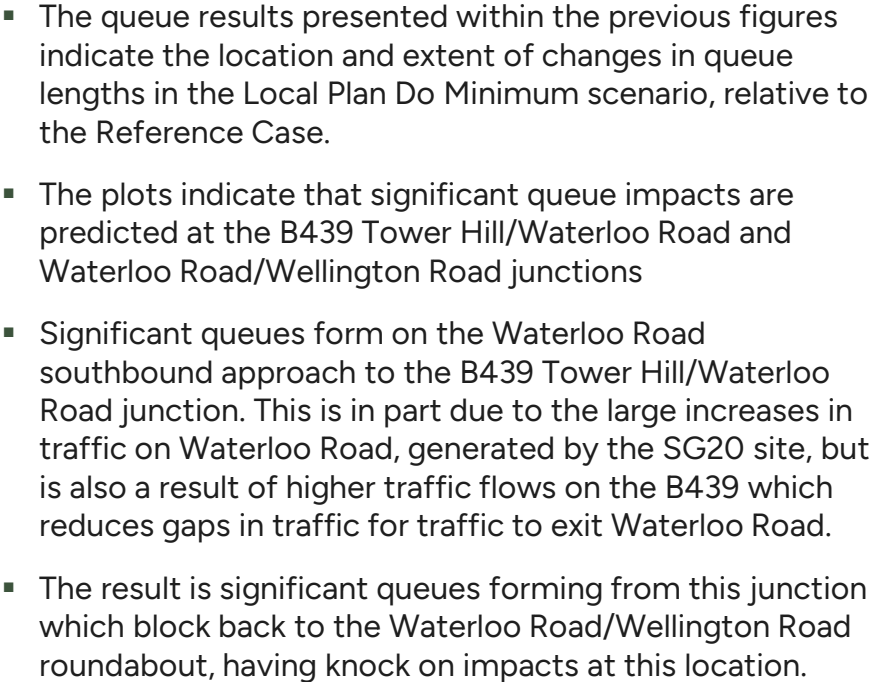


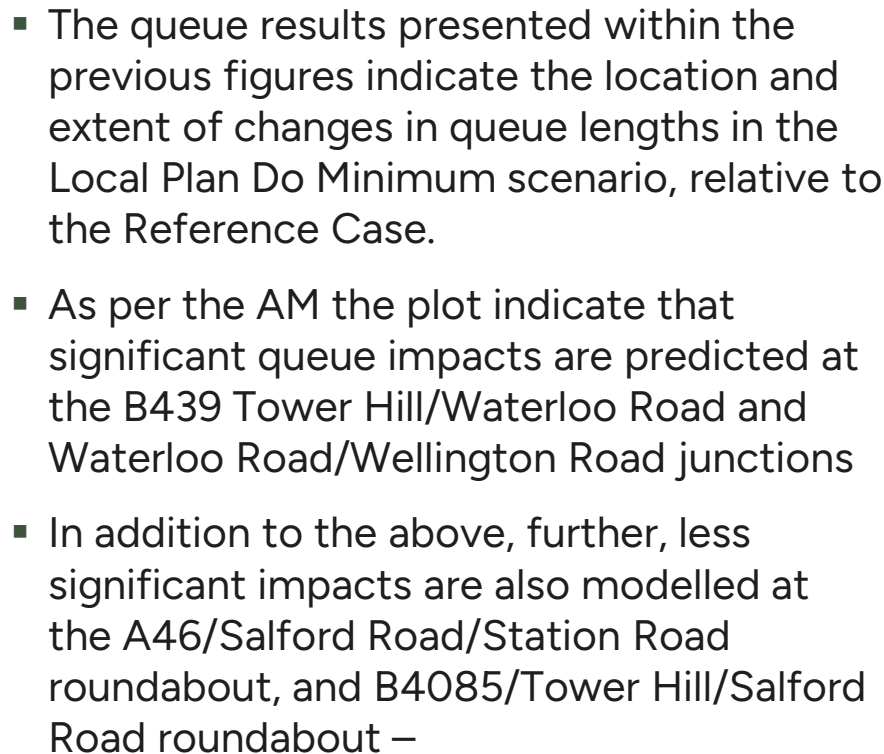


Network Statistics – Average Journey Times



- With the inclusion of the mode shift, when considered alongside the Local Plan sites, the results indicate significant increases in average journey times, relative to the Reference Case.
- This is to be expected given the amount of additional traffic included in the network, generated by the STA sites, combined with the very low levels of mode shift likely to be achieved within Bidford.
- The average journey times are predicted to increase by 85% in the AM and 48% in the PM period, relative to the Reference Case.







Ref Case vs Do Minimum 2050 – SWLP Impacts

2050 Ref Case



2050 Local Plan Do Minimum

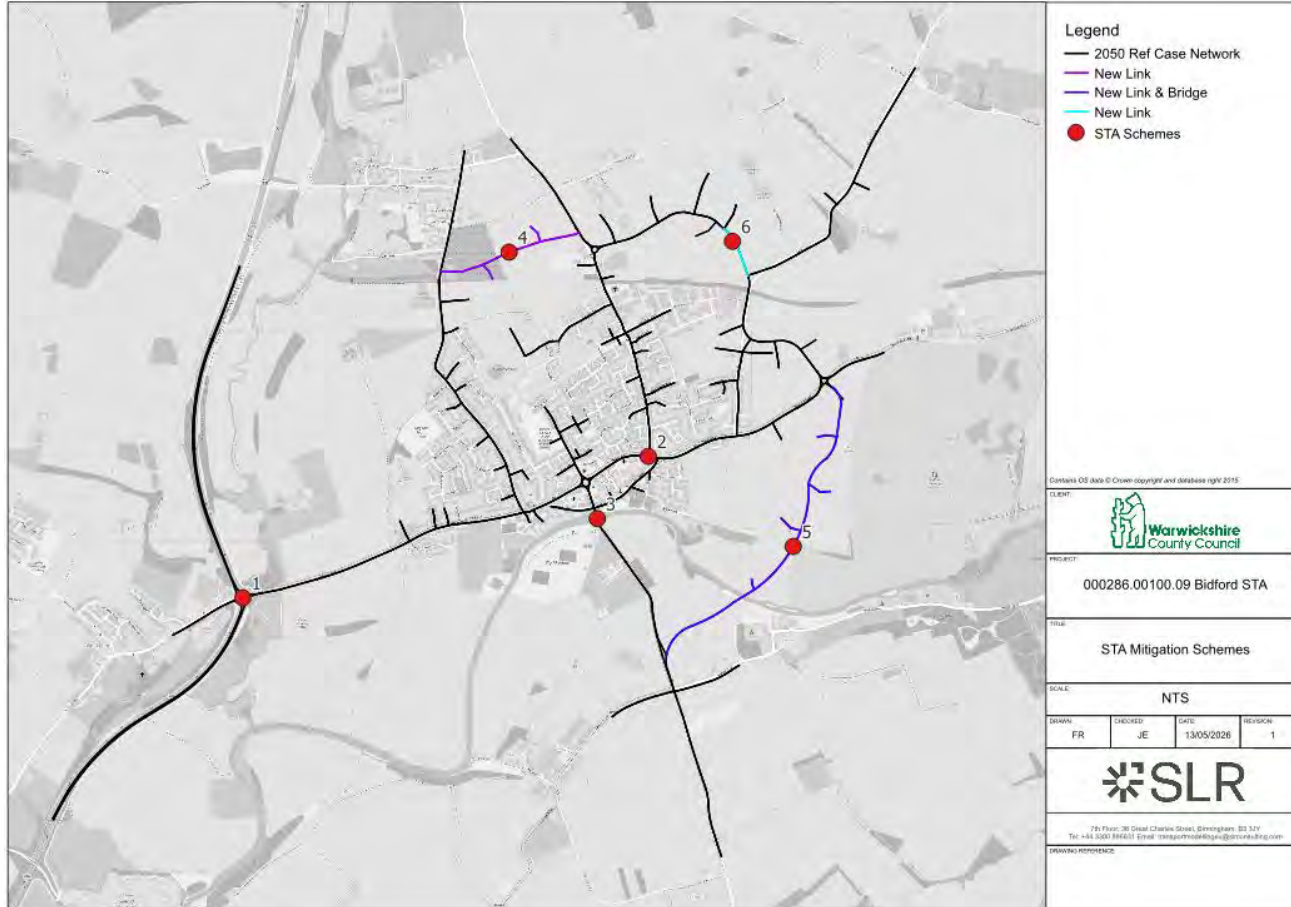




Do Something Scenario – Mitigation Schemes



Highway Mitigation Schemes (Do Something Scenario)



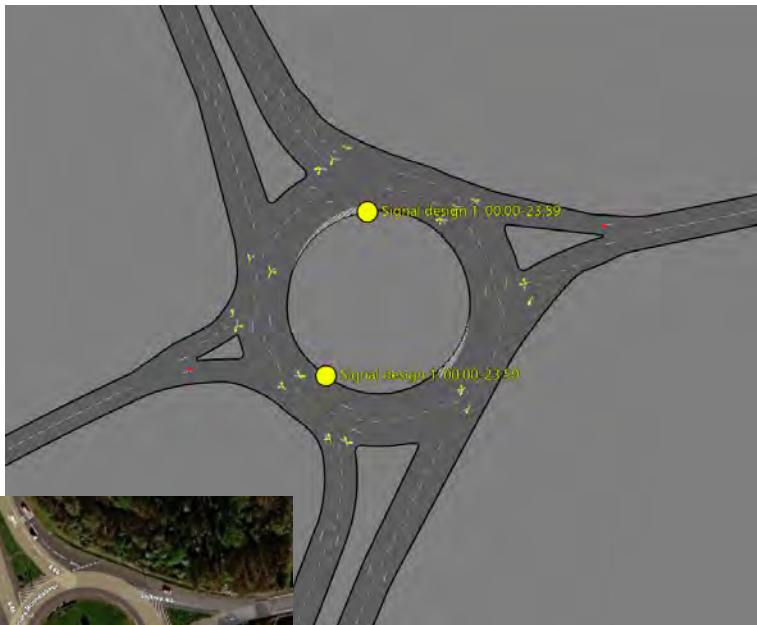
Highway Schemes



Ref	Junction/Location	Description
1	A46/ B439 Station Road Roundabout	Part Signalisation (A46 entry arms)
2	B439 Station Road/ Waterloo Road	Full Signalisation
3	Bidford Bridge B4085	Traffic restriction – traffic only permitted southbound
4	Bidford Road to Waterloo Road	New Link Road through SG20 site
5	B439 Stratford Road to Honeybourne Road	New Link Road and Bridge across River Avon (through SG20 site)
6	Grafton Road to Waterloo Road	New Link Road through SG20 site



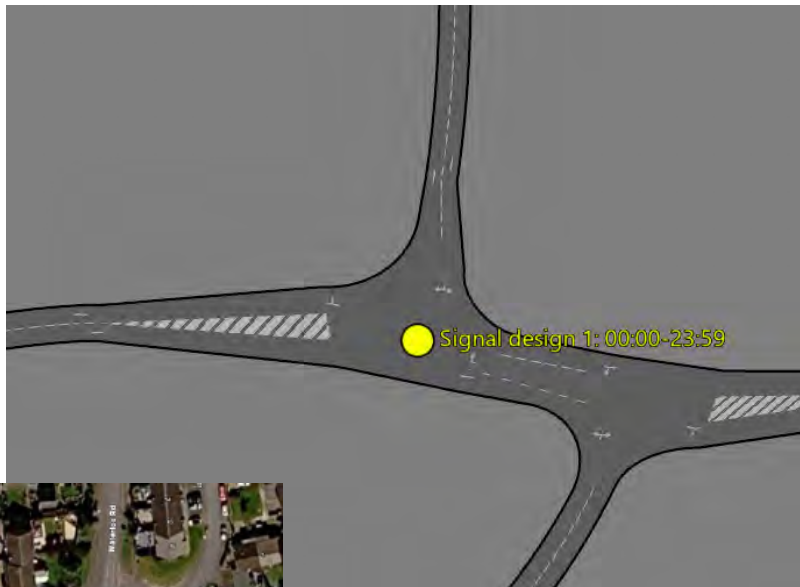
A46/ B439 Roundabout Part Signalisation



- Scheme at the A46/ B439 roundabout reports a reduction in queues in all periods.
- The northern and southern arms of the roundabout (Both the A46) will be signalised.



B439 Station Road/ Waterloo Road Signalisation



- Scheme at B439 Station Road/ Waterloo Road decreases queue lengths significantly from the western and northern arms.
- Queue lengths from the east increase but insignificantly in comparison to the other two arms.





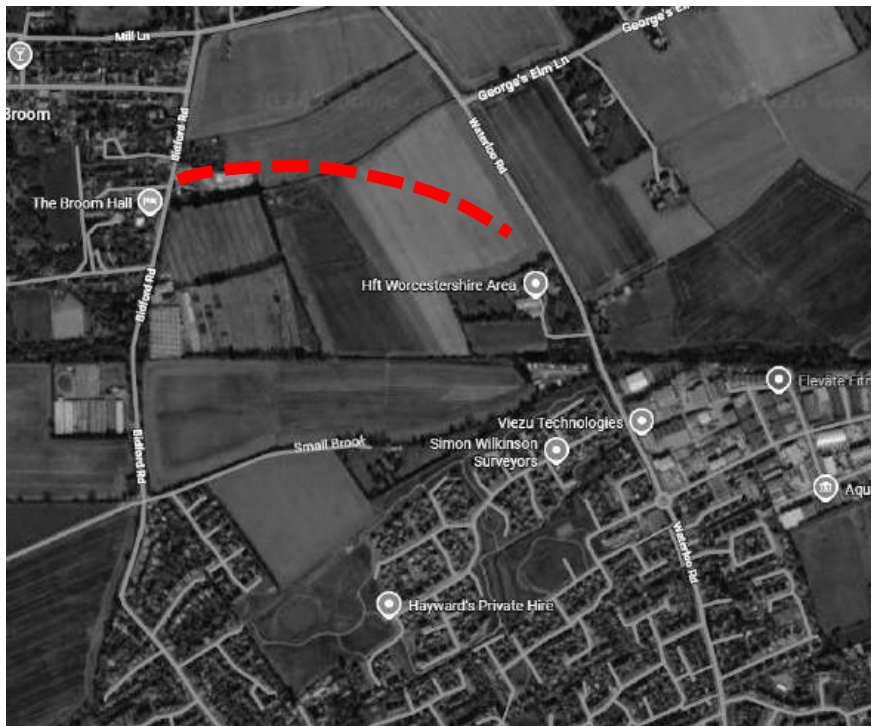
Bidford Bridge B4085 One Way



- Scheme at Bidford Bridge on the B4085 to make it one way southbound.
- Traffic from the south can use the new bridge and link road, avoiding Bidford town centre and reducing the demand on the B4085/ High St Signals.



Bidford Road to Waterloo Road Link Road



- Scheme consists of a link road through the SG20 site between Bidford Road and Waterloo Road.
- Provides opportunity for SG20 traffic (and background traffic) travelling north to east/east to north to avoid Bidford centre.
- This reduces the flow and hence queue lengths from Victoria Rd and Waterloo Rd onto the B439.
- Indicative alignment shown



B439 Stratford Road to Honeybourne Road Link Road and Bridge



- Scheme for a link road and bridge from the B439 to Honeybourne Road.
- Traffic from east of the model to south of the model avoids Bidford, reducing flow and queues on several junctions in Bidford.



Grafton Road to Waterloo Road Link



- Scheme consists of a link road through the SG20 site between Grafton Road and Waterloo Road.
- Provides opportunity for SG20 traffic (and background traffic) travelling north to east/east to north to avoid Bidford centre.
- Indicative alignment shown

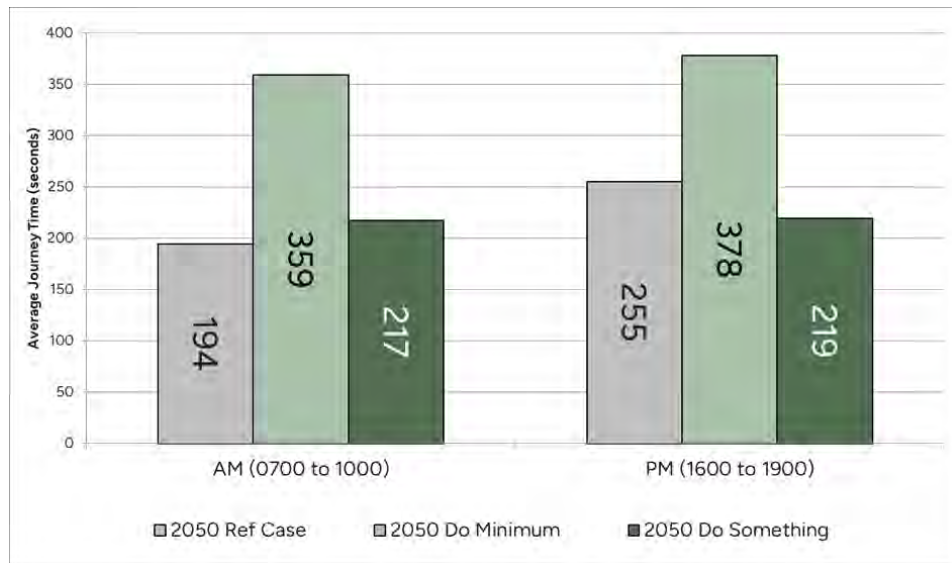


Ref Case vs Do Nothing/Do Something – Impacts





Network Statistics – Average Journey Times



- The introduction of the mitigation schemes has a significant beneficial impact at a strategic level, with average journey times reducing by 40% in the AM period, and 42% in the PM period relative to the Local Plan Do Nothing scenario.
- When compared with the Local Plan Reference Case, it is also notable that, at a strategic level, the SWLP sites, if accompanied by mode shift and mitigation identified, results in a level of delay that is higher than the benchmark scenario by 12% in the AM period, whilst in the PM period, there is a notable 14% reduction in average journey times.

AM Queue Comparison – Ref vs Do Something



- The AM queue plot indicates that, once the mitigation schemes are included on the network, very little impact on the network performance, relative to the Reference Case occurs, with one instance of queue reductions, and one instance of queue increases.
- Clearly the introduction of the new links at Scheme 4, 5 and 6 enables the SG20 traffic to route through the network without having the previously modelled significant impacts on Waterloo Road.
- The one location of minor queue increases occurs on the Waterloo Road approach to the B439 Tower Hill / Waterloo Road junction, where some minor residual queues remain.



PM Queue Comparison – Ref vs Do Something



- During the PM the previously modelled significant impacts around Waterloo Road removed.
- Queue reductions are also modelled at the Bidford Bridge, achieved through the delivery of the new link/river crossing through the SG20 site.
- Residual impacts continue to occur at the B439/Waterloo Road junction, however the queue increases reported here are minor/manageable.
- It is also notable that during the PM period, with the scheme included at the A46/B439 roundabout that previously modelled queue impacts at this location are reduced.



Summary

- Based upon the analysis presented, the inclusion of the identified highway schemes, alongside the mode shift, results in a stable model network, in which the additional demands included within the models related to the SWLP sites can be accommodated.
- The modelling indicates that the schemes surrounding the town centre (Schemes 2 and 3) can manage the growth associated with the SGL sites in this area.
- Critically, the new links delivered as part of Scheme 4, 5 and 6 enable significant traffic volumes generated by the SG20 site to avoid Waterloo Road, the town centre, and the existing Bidford Bridge, which in turn significantly improves the reported levels of delay within the model.
- In summary the schemes, with an element of mode shift applied, in the Local Plan Do Something have provided mitigation on key corridors and within the town centre, which has resulted in the network operating in a stable manner, and the resultant impacts on the highway network being manageable, and in some instances, improved over the benchmark scenario.



Next Steps

- Assessing impacts on 2031 and 2040 to evaluate the effectiveness of each scheme in which to rank the priority order for schemes.
- Based on the issues in the analysis raised, opportunity to make further refinements in the Do Something scenario through signal optimisation and new schemes/upgrade at junctions where necessary to further mitigate the impacts from the growth and development traffic inclusions.
- Mitigation schemes to be outlined to WCC/EDS to provide cost estimates.



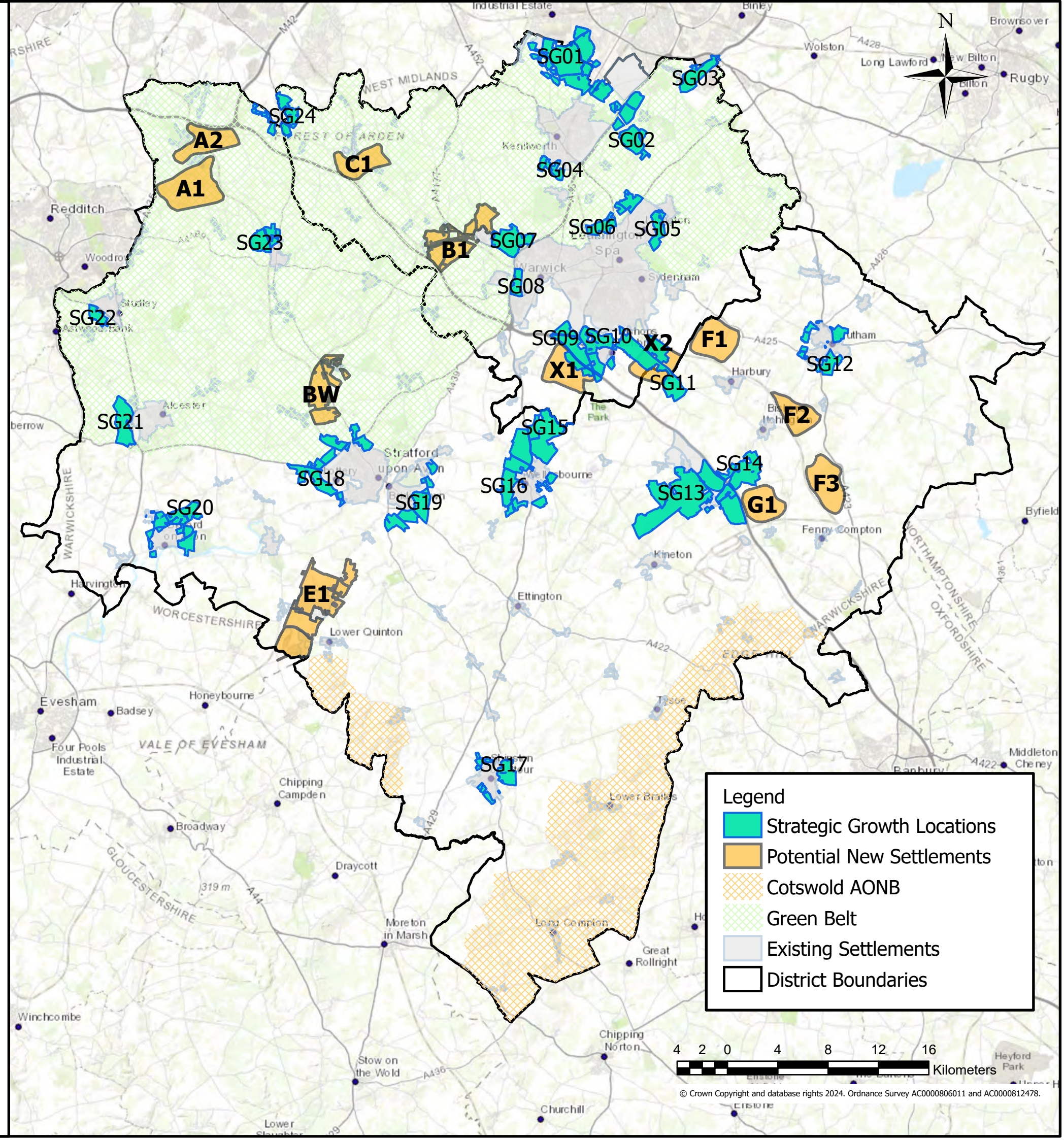
Making Sustainability Happen

APPENDIX C: STRATEGIC SITE LOCATIONS

South Warwickshire Local Plan

Emerging Spatial Growth Strategy Options

- Strategic Growth Locations:**
 - SG01 - South of Coventry Group
 - SG02 - Stoneleigh Park Employment Group
 - SG03 - Coventry Airport Group
 - SG04 - South of Kenilworth Group
 - SG05 - East of Lillington Group
 - SG06 - North of Leamington Group
 - SG07 - Wedgnock Park Farm Employment Group
 - SG08 - West of Warwick Group
 - SG09 - South of Europa Way Group
 - SG10 - Bishops Tachbrook Group
 - SG11 - South East of Whitnash Group
 - SG12 - Southam Group
 - SG13 - Gaydon Lighthorne Heath Group
 - SG14 - East of Gaydon Group
 - SG15 - North of Wellesbourne Group
 - SG16 - South of Wellesbourne Group
 - SG17 - Shipston-on-Stour Group
 - SG18 - West of Stratford-Upon-Avon Group
 - SG19 - East of Stratford-Upon-Avon Group
 - SG20 - Bidford-on-Avon Group
 - SG21 - Alcester Group
 - SG22 - West of Studley Group
 - SG23 - North of Henley-in-Arden Group
 - SG24 - Hockley Heath Group
- Potential New Settlements:**
 - A1 - Land south of Tanworth-in-Arden
 - A2 - Land east of Wood End
 - B1 - Land at Hatton
 - C1 - Land south of Kingswood
 - E1 - Long Marston Airfield
 - F1 - Land to the west of Ufton
 - F2 - Lands south of Deppers Bridge
 - F3 - Land north-east of Knightcote
 - G1 - Land west of Knightcote
 - X1 - Land south of Leamington/north of Wellesbourne/east of Barford
 - X2 - Land south of Leamington Spa/Whitnash and west of B4455 Fosse Way
 - BW - Land at Bearley and Wilmcote



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**South Warwickshire Regulation 19 Draft Local Plan
(Stratford-on-Avon Council and Warwick District Council)**

Viability Assessment Representations

On behalf of Bidford-on-Avon Parish Council

September 2026

South Warwickshire – Regulation 19 Draft Local Plan Viability Assessment (July 2026)

1. Scope and Limitations

- 1.1. We have addressed each of the relevant viability appraisal inputs relevant to strategic residential led developments as they appear within the Main Local Plan Viability Report in addition to the specific assessment of the strategic allocation of BID.1 (also referenced as SG20).
- 1.2. We have not commented upon any of the commercial or additional land uses related assumptions within the assessment.
- 1.3. Our comments are provided in the context of the strategic site assumptions generally but also with specific reference to the BID.1 (SG20) proposal.
- 1.4. Whilst the SWLP Regulation 19 Viability Position – July 2026 (Position Statement), prepared by Aspinall Verdi, acknowledges the limitations of their own assessment, it is important to note them specifically in relation to the BID.1 proposed allocation due to it's importance within the wider plan and housing delivery numbers.
- 1.5. We have commented on relevant inputs and sections of the evidence base for BID.1 / SG20 but have not had sight of the BID.1 appraisal as this has been redacted from the evidence base. We have therefore commented on only the publicly available information and the areas we deem appropriate within that.
- 1.6. Please note, inputs not specifically commented upon below are not therefore considered agreeable and we would reserve the right to comment upon additional areas and updated at a later date, if required.

2. Executive Summary

- 2.1. Alder King has reviewed the South Warwickshire Local Plan Regulation 19 viability evidence, including the July 2026 Viability Position Statement and the June 2026 Local Plan Viability Report prepared by Aspinall Verdi, with reference to the proposed strategic allocation BID.1 (SG20). Our review identifies significant concerns regarding the robustness of the evidence base and whether the Plan can currently demonstrate that its key strategic allocations are viable and deliverable as required over the plan period.
- 2.2. The viability evidence acknowledges that several strategic sites, including BID.1 (SG20), generate negative land values under the tested assumptions and are therefore currently identified as unviable. The Councils' position is that viability challenges may be overcome through future market improvements, grant funding, infrastructure funding initiatives, reduced policy burdens and other intervention measures. However, there is currently insufficient evidence to demonstrate that these measures are realistic, secured or capable of bridging the identified viability deficits.
- 2.3. A particular concern is that the viability assessment has been undertaken without completed infrastructure evidence, including a final Infrastructure Delivery Plan and Infrastructure Cost Plan. Infrastructure costs are one of the most significant determinants of viability on strategic sites, and the absence of this information creates substantial uncertainty regarding the accuracy and reliability of the assessment outcomes. Until this evidence is available and tested, it is difficult to conclude that the strategic allocations can be delivered within the plan period.
- 2.4. The assessment of BID.1(SG20) is further constrained by the absence of publicly available strategic site appraisals. As the detailed appraisal assumptions have been redacted, it has not been possible to fully scrutinise the inputs relating to development programme, sales rates, cashflow assumptions, development costs, infrastructure delivery, affordable housing receipts and land value expectations. This limits the

ability of third parties to meaningfully assess the conclusions being relied upon to support allocation of the site.

- 2.5. Importantly, BID.1 (SG20) is identified to provide delivery of a link between B439 Stratford Road, and B4085 Honeybourne Road. The link is proposed in the IDP to include a new bridge and is intended to reduce traffic through the village centre and over the existing Bidford Bridge. There are no costs, programme or technical evidence available for the delivery of this and it is not evident if this has been considered in the appraisal for the site as part of the viability assessment.
- 2.6. In our view, a number of assumptions adopted within the wider viability evidence appear optimistic when considered against current market conditions. These include assumptions relating to build costs, contingency allowances, professional fees, affordable housing revenues, development delivery assumptions and expectations of future value growth. In particular, reliance on significant market value uplifts, placemaking premiums and future market improvement as mechanisms to restore viability is not supported by sufficiently robust or current evidence.
- 2.7. The viability evidence indicates that BID.1(SG20) faces substantial challenges arising from relatively low residential values, significant infrastructure and Section 106 costs and the proposed affordable housing requirements. The assessment itself concludes that a combination of grant funding, value growth, infrastructure cost reductions and/or reductions in policy burdens would be required to achieve viability. At present, there is no certainty regarding the availability or delivery of these interventions.
- 2.8. Given the strategic importance of BID.1(SG20) and other major growth locations to overall housing delivery, we consider that additional evidence and testing are required before the Plan can confidently conclude that these allocations are viable and deliverable. This should include publication of the completed infrastructure evidence, further assessment of strategic site costs, transparent appraisal information where possible, updated testing reflecting current market conditions, and a clear demonstration of how identified funding and viability gaps will be addressed.
- 2.9. Accordingly, while we understand there is proposal to refine the viability evidence, our view is that the current evidence base does not yet provide sufficient certainty to demonstrate the deliverability of BID.1 (SG20) or the wider strategic growth strategy without further work, testing and confirmation of funding mechanisms and this is required at this stage.

South Warwickshire Local Plan Regulation 19 – Viability Position Paper – July 2026

Input (Subject Doc Ref)	SWLP Reg-19 Viability Position Statement <u>Excerpt</u>	Alder King – August 2026 Comments
4.3 Summary of Results	<i>Importantly, because the viability study adopts a typology-based approach, it is not necessary for all typologies to demonstrate viability. Rather, that in the round the bulk of sites are capable of achieving viability assuming the various policy requirements, and therefore the conclusion that can be drawn is that the plan is capable of being delivered.</i>	It is necessary to consider the impact of individual schemes being found unviable to ensure that the plan is deliverable. Inevitably larger strategic sites will anchor housing delivery so greater weight should be put on ensuring viability and deliverability of the proposed strategic allocations. This takes the form of robust cost analysis to ensure deliverability.
4.5 Summary of Results	<i>Whilst the Viability Report highlights the potential risks around viability, it does present a worse-case scenario at a moment in time. In reality, many of the factors above are highly sensitive and relatively small adjustments can have significant impacts on viability.</i>	It is unknown if the position presented is in fact a worst-case scenario in a particularly uncertain market. In our opinion, a number of inputs do not make sufficient allowances to enable successful delivery, against an existing backdrop of a negative viability result.
5.1 Proposed Approach	<i>The challenge facing the SWLP is that sites are showing as unviable even without additional policy obligations simply because of the infrastructure burden. However, this infrastructure is necessary and is being sought by the infrastructure providers. It is not the case that alternative sites can be identified as these sites too would, in the main, have the same infrastructure requirements.</i>	This is a key issue that needs further consideration and intervention to enable development across the plan. At the time of writing this appears to be unresolved and presents a significant hurdle to delivery of the plan with investment from third parties which is yet to be identified. Infrastructure costs are one of the largest burdens for schemes to carry and should be thoroughly evidenced.
5.6 Proposed Approach – New Settlement & Strategic Growth Locations	<i>Acknowledging both that viability is more challenging in the short-term and viability will improve in the longer term, the SWLP will utilise a range of measures to improve viability and assist in delivery. Whilst the strong preference will be to work with site promoters to help secure grant funding and/or loan funding to bridge any affordability gap. If necessary, consideration may be given to the following:</i> <i>Backloading or reprofiling of affordable housing requirements</i>	Further work and modelling are required to evidence that the new settlements and strategic growth locations are viable with the intervention measures suggested. The source and securing of these additional measures is an unknown alongside a significant assumption of improving viability throughout the plan period, which at the time of writing we do not support.

	• <i>Clawback mechanism where a lower affordable housing requirement is agreed</i> • <i>LPA providing forward-funding of infrastructure provision</i> • <i>Alterations to the housing size and tenure mix</i> • <i>Partial off-site commuted sum provision</i> • <i>Direct investment and land acquisition by the LPA</i>	
5.8 Proposed Approach	<i>Additionally, Aspinall Verdi also note, the appraisals are based on current sales values and the report acknowledges that where low-carbon homes are delivered, there is some research indicating that there may be an uplift in achieved sales values.</i>	Affordability remains a key issue in the sales market along with significantly reduced sales rates. If a premium was available, however unlikely, the development cashflow will need to reflect the reduced sales revenue cashflow which we would anticipate will largely offset any financial growth.
5.9- 5.11	<i>Aspinall Verdi cite evidence and examples where strategic developments attract a 'placemaking premium'. The majority of new homes being delivered across South Warwickshire are on large Strategic Growth Locations, including two new settlements.</i> <i>Indeed, in some instances, the viability issues may have resolved themselves (i.e. costs stabilised and housing market values improved) by the time some strategic sites are consented and come on stream.</i>	The research referenced is dated 2012 and 2016 respectively and therefore should be considered historic and not applicable to the current plan under consideration. It is therefore considered unreasonable to anticipate the same premiums to be achievable for the future plan period in the absence of current research and evidence to support this. Appreciating the housing market is cyclical, there is currently no strong evidence to suggest an upwards trajectory for the housing market and importantly, there are no certain or tangible timeframes for this market shift.
6.2 Next Steps	<i>Importantly, the recommendations are presented as target ranges pending further assessment and evidence development. Given all of the above, it is proposed to continue to understand and to refine the viability position in the period up-to submission. This includes in respect of older people housing. This will include further work with our consultants and further engagement with the various site promoters as well as infrastructure providers to better identify the timing of infrastructure provision and confirm what other sources of investment may be available. This work will feed into revisions to</i>	We would encourage further testing, in particular to understand the full extent of infrastructure requirements and costs in relation to the IDP to ensure that they are sufficient, realistic and deliverable. Without this certainty, the proposed strategic new settlements and allocations cannot reasonably be considered viable or deliverable within the plan period as this forms such a significant cost burden for each site assessed.

	<i>the Infrastructure Delivery Plan (IDP) as well the viability policy position of the SWLP.</i>	
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SWLP Viability – Main Local Plan Viability Report (V3, 30 June 2026) – Aspinall Verdi

Appraisal Inputs	Aspinall Verdi (AV) Assumption – June 2026	Alder King April 2026 Comments
Viability Assessment Method	<i>AV adopt a standard residual valuation model to assess the viability.</i>	This is considered an appropriate and broadly accepted principle of assessment.
Infrastructure Delivery Plan (IDP) and Infrastructure Cost Plan (ICP)	<i>An Infrastructure Delivery Plan (IDP) and an Infrastructure Cost Plan (the latter produced by Aecom) were expected to inform the infrastructure requirements, delivery assumptions and associated costs relating to the emerging site allocations. However, a completed version of this work had not been made available at the time this assessment was undertaken because concept masterplanning for the sites was still on-going at the time the initial viability work was undertaken.</i>	We believe this is a significant issue with the reliability of the viability assessment, which is beyond AV's control. Without clear, robust and appropriate infrastructure costs, the assessment of viability is significantly undermined. These costs will likely form a significant, if not the most significant input to the appraisals and are critical to an accurate output. The viability assessment will need fully reviewing once this is available. This will also require a review of the CIL charging schedules to reflect the requirements of the policy.
Strategic Site Appraisals	<i>Redacted and not provided due to commercial reasons.</i>	This is a significant restriction to assessing the viability for third parties and limits our assessment of BID.1/ SG20.
Residential Typologies	<i>The adopted residential mix principles are derived from the Coventry & Warwickshire Housing & Economic Development Needs Assessment (HEDNA) and have not incorporated the SHMA that was published in April 2026.</i> <i>AV assessed 60% Social Rent and 40% Shared Ownership within an overall baseline test of 40% and 30%</i> <i>The adopted unit sizes, these are based upon Nationally Described Space Standard (2015).</i>	The adopted residential unit sizes and apportionment of both the market and affordable housing mix is considered broadly appropriate for the purposes of the exercise at hand but will require revision once the SHMA is available. The adopted residential mix within the testing is a sample approach and variations to the residential mix are to be expected at the planning application stage based upon the latest information available, noting that the assessment requires updating based on the more recent SHMA of April 2026. The adopted residential mix therefore needs

Appraisal Inputs	Aspinall Verdi (AV) Assumption – June 2026	Alder King April 2026 Comments
	<i>A net to gross assumption on the apartment property types has been adopted at 85%.</i> <i>Density is based on 40 dwellings per hectare for greenfield sites.</i> <i>Net to gross ratio on the developable area of greenfield land at a “Strategic Scale” is 50%</i>	to be considered on a site-by-site basis at the decision taking stage. A net to gross of 85% has been adopted between areas for individual apartments. In our experience, this is particularly high and we would anticipate this being close to 70% in practice allowing for policy, regulations and safety requirements within the fabric of properties. This will have a significant consequence to the viability of the schemes. We would therefore recommend this be reviewed and brought in line with appropriate recent consents. With regards to the net to gross land calculations, the AV report adopts 50% net to gross on land take for strategic greenfield sites. The quantum of land required to drainage solutions including SUDS, infrastructure, public open space (inc. landscaping) and further planning obligations (e.g. BNG and other Section 106 requirements) are often extensive by comparison to non-strategic schemes so this is considered broadly appropriate. Improvements to the net to gross ratio across the typologies tested will improve the viability of the scheme. We would expect reductions to the net-to-gross ratio upon designing of any proposed schemes to negatively impact the viability of a development at the decision taking stage. Clearly if variations do materialise, this would require a reconsideration of the viability position. To support the assumptions used, a review of recent consents should be undertaken to confirm the net to gross assumptions.
Development Programme	<i>None from AV.</i> <i>AK note that the report does not address the development programme for delivery of the strategic sites or BID. 1.</i>	We are unable to comment in detail upon the assumed development programme assumptions and housing trajectory assumptions in the absence of the finance cashflows supporting the conclusions of the respective

Appraisal Inputs	Aspinall Verdi (AV) Assumption – June 2026	Alder King April 2026 Comments
	<i>With regards to the residential sales rate and affordable housing disposal rate, the AV assessment makes no reference to this in the context of residential development typologies</i> <i>Development cashflows are not provided for any of the scenarios tested.</i>	assessments. We have subsequently requested further information although we understand this is to be kept confidential for commercial reasons of individual promoters. In the absence of detailed information, we have commented more generally with context to the residential market which is an important consideration within any viability assessment at both the plan and decision taking stage. There is ongoing uncertainty across the market, driven by governmental changes and the impending Autumn Budget. As at the time of writing, we understand sales rates to be in the region of 0.60 - 0.5 units per week across the major housebuilders, albeit there are exceptions to this. We would therefore expect AV's assessment to allow for a sales rate of the open market units in that range. It is important to highlight that an overly optimistic sales rate will assist with reducing development finance costs and thus significantly improve the residual outputs of any appraisal. We are therefore of the opinion that any assumed sales rate needs to be robust in the current economic climate. We would consider anything above 0.6 units per week to particularly optimistic in the current market. We are unable to comment upon the affordable housing disposal rate within the assessment in the absence of the finance cashflows. We would anticipate any affordable housing disposals to be in accordance with the typical payment profile offered by Registered Providers (RPs). This typically includes a 'golden brick' payment upon commencement of construction (e.g. 30% of affordable housing receipts) with a staggered payment profile throughout the construction process. Affordable

Appraisal Inputs	Aspinall Verdi (AV) Assumption – June 2026	Alder King April 2026 Comments
		housing units are then transferred upon the completion of construction. Our comments concerning affordable housing payment profiles need to be considered in the context of affordable housing revenues and the current prevailing issues associated with securing RP interest in s.106 affordable housing. No information has been provided on the adopted construction timescales and delivery rates to support the viability appraisals. This is critical to assess the reality and deliverability of the appraised sites.
Market Revenues	<i>None from AV.</i> <i>Ak note, there is no specific assessment of values in relation to BID 1 available in the report.</i> <i>The evidence available appears limited for the BID 1 area with the New Build Sales Values Heatmap (Fig 5.5) showing no available data. The Second Hand Houses Achieved Values (Fig 5.6) shows up to £3,500 psm which is the lowest value band available.</i> <i>AV conclude that BID 1 is within Zone D which is the lowest end of the value range (Fig 5.7).</i>	Whilst acknowledging this is a high-level assessment, the available data for the BID 1 appears to present a challenging set of values to base an assessment on that would present a significant viability challenge, justifying the concluding negative viability position. We are unable to comment on the specific value assumptions made within the BID 1 appraisal as this information is unavailable. We are also unable to compare the specific adopted values for the BID. 1 assessment against the area wide assessment of Zone D.
Affordable Revenues	<i>Affordable housing values are included at varying percentages of OMV dependent upon affordable housing tenure. These are as follows:</i> <i>Social Rent – 35% of OMV</i> <i>Shared Ownership – 65% of OMV</i>	At the time of writing, we are witnessing a significant reduction in the number of affordable housing offers presented to developers by RPs. This reduction in overall number is combined with a reduction in value when expressed as a percentage of GDV. Issues associated with overall RP demand and affordable housing offers are driven by commitments to upgrade existing affordable housing stock to comply with building safety and environmental performance requirements. Furthermore, continued cost inflation at a rate which continues

Appraisal Inputs	Aspinall Verdi (AV) Assumption – June 2026	Alder King April 2026 Comments
		to outstrip revenue growth, and in-turn affordable housing values continues to further limit demand. The increase to the cost of development finance at the time of writing continues to limit RP appetite for s.106 affordable housing when there is no ability to access additional grant funding facilities. Our recent experience demonstrates that affordable housing values are incredibly volatile in the current market and this is frequently giving rise to requirements to vary existing s.106 agreements through adjustments to tenure or removal of on-site affordable housing entirely. We would therefore expect this input to differ at the decision taking stage.
Section 106 Cost Assumptions	<i>AV state that for strategic sites and new settlements appraisals, assumptions are informed by infrastructure and mitigation information provided by site promoters.</i>	In the context of larger greenfield schemes s.106 contributions on a rate per unit basis are typically higher than those witnessed on PDL which are often subject to viability issues. Ultimately the cost implication of s.106 items will need to be considered on a case-by-case basis as at the decision taking stage. We therefore reserve the right to comment on this input at a later stage if required once the full appraisal and information on BID 1 assessment has been published.
CIL	<i>The AV assessment adopts £0.00 for Strategic Sites and New Settlements.</i>	No current comments but this is considered appropriate based on the viability position.
Standard Construction Costs	<i>The AV assessment adopts the following standard construction costs, derived from the Build Cost Information Service that are relevant to BID 1:-</i> <u>Estate Housing</u> <i>Lower Quartile Allowances – applied to “larger schemes” and therefore the assumption is this has been applied to</i>	We consider lower quartile allowances to be insufficient for the purposes of viability testing at either the plan making or decision taking stage and in our experience, there is often a significant gap / lag between BCIS rates and “real world” cost plans. In the absence of detailed additional development costs and a robust IDP

Appraisal Inputs	Aspinall Verdi (AV) Assumption – June 2026	Alder King April 2026 Comments
	<i>strategic sites.</i> <u>Flats</u> <i>Lower Quartile Allowances – applied to “larger schemes” and therefore the assumption is this has been applied to strategic sites.</i>	cost plan, we would treat this assumption with caution and encourage a reassessment once full information is available. In certain circumstances, lower quartile BCIS allowances can be considered appropriate on large schemes; however this needs to be considered in the context of the design requirements of the plan. Lower quartile allowances are considered sub-tender costs and the costs associated with developer preliminaries/overheads must be increased. Lower quartile BCIS allowances are taken from the lowest 25% of the schemes within the sample. There will be a key relationship to be assessed between the adopted sales revenues and the build costs. If higher revenues than the Zone D rates (ie. If a premium has been applied) have been adopted for BID 1, then it is not possible to construct these homes at the lower quartile of BCIS costs and meet the required standard. In the current economic market, we would consider median quartile BCIS allowances to be broadly appropriate for the purposes of area-wide viability testing. The locational weighting for should also reflect local variations for labour, materials and plant.
External Costs	<i>15% (applied to base build costs)</i>	These allowances appear broadly reasonable for the purposes of this exercise although we would usually expect to see a distinction made between estate housing and flats, with flats at a reduced rate range of 5-10%. Ultimately, we would anticipate the external costs for any potential planning application to be specific to the scheme in question (as opposed to the application of a flat rate).
BNG	<i>It is not clear what the assumption for</i>	BNG unit prices are highly variable

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	<i>BID 1 is other than the general allowance of 10% net gain. We assume AV's standard assumption of £1,003 per unit has been applied.</i>	although we would anticipate that BID 1 would benefit from on-site delivery due to the scale. We are unable to comment at this stage whether these allowances appear reasonable without viewing the respective residual appraisals which support the conclusions. Notwithstanding the above, we would consider there to be sufficient market facing information currently available to consider the range of BNG contributions (with regards to payments etc.) for a range of differing development sites. We would expect a detailed approach to be undertaken in order to adequately test the financial implication of potential enhanced BNG requirements. This would be reviewed once the strategic appraisals are published.
Sustainability/Climate Change Response Policies	<u>NZC:</u> <i>Future Homes Stated cost of £4,350 per unit. AV state this has not been adopted within the baseline appraisals.</i> <i>Water Efficiency Standards (Part G): £350 per unit</i> <i>AK note that there appears to be no explicit cost allowance made for Green Infrastructure, Heating & Cooling Systems, Embodied Carbon or EV Charging Points but they may be accounted for within a broader category.</i>	This cost allowances reflect the costs associated with emerging policies and also current building regulation allowances. We are unable to consider what these allowances equate to on either a rate per unit or m² basis without copies of the respective appraisals underpinning the conclusions of the draft testing. it is general practice to apply additional cost allowances on a rate per unit basis in order to reflect Building Regulations F, L, O and S (FLOS). The emerging policies require further enhanced build above the recently published FHS, and the additional cost implication of these policies will need to be set out with up-to-date evidence. We are therefore of the opinion that additional work, outside of the testing undertaken to date, to consider the estimated cost impact of according with any enhanced policy is undertaken to ensure any policy is robust.

Appraisal Inputs	Aspinall Verdi (AV) Assumption – June 2026	Alder King April 2026 Comments
Contingency	<i>3% contingency allowances applied generally for greenfield development.</i>	AK have assumed this has been applied to strategic sites appraisals. The AV assessment does not state whether contingency allowances are applied to external works and other construction costs including any abnormal cost allowances and the construction costs associated with complying with any relevant policies. In the absence of appraisals, we would comment that allowances of 3% contingency are below the standard 5-7.5% allowance for any area-wide viability assessment at the plan making stage and these allowances would need to be applied to all construction cost allowances (excluding professional fees) to ensure these are sufficient. Whilst appearing a minimal percentage difference, this will have a marked impact on the viability of the scheme with it currently appearing as though it has been significantly under-costed.
Professional Fees	<i>6.5% professional fee allowances across all.</i>	AK have assumed this has been applied to strategic site appraisals. An acceptable range of professional fees would be 7.5% - 10% depending on scheme and scale and therefore the adopted provision is considered too low. It is unclear whether professional fee allowances are applied to all construction costs, including the cost associated with complying with any emerging policies. In the absence of appraisals, we would comment that allowances of 10% professional fees would be more appropriate for any area-wide viability assessment at the plan making stage although these allowances would need to be applied to all construction cost allowances including the costs associated with complying with any relevant policies to ensure these are sufficient.

Appraisal Inputs	Aspinall Verdi (AV) Assumption – June 2026	Alder King April 2026 Comments
		Whilst appearing a minimal percentage difference, this will have a marked impact on the viability of the scheme with it currently appearing as though it has been significantly under-costed.
Disposal Fees	<i>Sales (marketing) and agent fees at 3% of market housing GDV.</i> <i>Sales legal fee of 0.35% (unclear if applied to all units including affordable housing provision).</i> <i>RP Transfer Fee - £10,000</i>	We consider sales (marketing) and agents fees at 3% of market housing GDV to be broadly consistent with prevailing rates within the market at the date of the assessment. We would consider sales legal fees at 0.35% to be at the lower end of the range in the current economic climate, whilst agreeing a small discount for quantum would be appropriate in respect of strategic sites, due to scale. We also note a £10,000 transfer fee for affordable legals have been included. This would reflect the cost associated with transferring the affordable housing from the developer to a Registered Provider. We would anticipate this to be at the lower end of the range we would expect to see to any developer and this would need to be scaled up for larger transactions that would be relevant to the strategic sites.
Developer Profit	<i>Open market housing profit at 18.0% of market housing GDV (sensitivity tested at 15-20%).</i> <i>Affordable housing profit at 6% of affordable housing GDV.</i>	Open market housing profit reflects the risk associated with selling the units following completion of construction. Whilst 18% is assumed by AV for the local plan overview stage. The appropriate profit margin at the decision taking stage is determined by several factors at that moment in time, including the wider economic climate. Whilst the current rates may be considered appropriate for an area wide approach as per the current exercise, we would anticipate a starting point for market housing developer profit to be upwards of 18%. With regards to the affordable housing profit, paragraph 019 of the viability PPG references lower margins for affordable housing where this

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		guarantees an end sale at a known value. This needs to be considered in the context of the current affordable housing market where there is limited demand for s.106 affordable housing. Limited demand has been characterised by low offers when considered on a percentage of OMV basis or no offers being received. From a developers perspective, the risk is therefore not reduced with frequent requirements to consider off-site financial obligations (in-lieu of on-site provisions) or adjustments to affordable housing tenure.
Finance Assumptions	<i>7.0% Debit Rate</i> <i>0% Credit Rate</i>	In our opinion, a debit rate of 7.0% per annum is broadly adequate in the current economic climate despite significant volatility. Sensitivity on significant variation to this should be undertaken. There are significant variations to base borrowing and perceived risks within the market at present and we would expect any finance rate within a viability assessment at the decision taking stage to be based upon prevailing rates as at the date of that assessment.
Benchmark Land Value (BLV) Assumptions Table 5.12	<i>The AV analysis adopts the following EUV+ allowances for Residential Strategic Sites (£/ha):</i> <i>EUV</i> <i>- £9,500 per acre gross (£23,475 per ha gross) Uplift multiplier of 15.8</i> <i>- £300,000 per acre net (£741,300 per ha gross) Uplift multiplier of 31.6</i> <i>BLV - £150,000 per acre gross</i> <i>Based on existing evidence of greenfield land transactions located in and close to the study area, we have established an EUV of £9,500 per acre. In establishing the Benchmark Land Values, AV have considered transactions associated with residential land. AV have also considered what these values may</i>	We consider these allowances to be conservative for the purposes of an area-wide viability assessment at the plan-making stage. The adopted BLV for any detailed assessment at the decision taking stage will be considered on a site-by-site basis with reference to numerous factors. We therefore reserve our right to comment in further detail at a later stage if required.

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	<i>represent in terms of an uplift (multiplier) on the EUVs. The greenfield BLVs equate to multipliers of 15.8x - 21.1x (on a gross area basis).</i>	

We have further considered the results of the viability testing as set out below:

Doc Ref.	SWLP Reg-19 Viability Position	Alder King – August 2026 Comments
8.16	<i>Confirmed as generating a negative land value and therefore considered unviable under the tested assumptions.</i>	No current comment in the absence of detailed strategic site appraisals.
Table 8.2	<i>AK note the below summary by AV of the viability position for BID 1 / SG20.</i> <i>Low residential sale values highlighted as a viability challenge.</i> <i>Significant infrastructure & S106 costs of £42,785 per unit.</i> <i>The current viability position is further constrained by the 40% affordable housing requirement.</i> <i>A 20% uplift in market values (MV), arising from successful place-making and market strengthening, could improve viability sufficiently to support approximately 15–20% affordable housing.</i> <i>Grant funding of approximately £65,000 per plot could further improve viability and help bridge the viability gap.</i> <i>No minimum land value expectations have been disclosed by the landowners.</i> <i>A combination of grant funding, market value growth, infrastructure cost reductions and/or reduced policy burdens is likely to be required to achieve a viable and deliverable scheme.</i>	Zone D assessment of sales values. £42,785 per unit is considered high in context of strategic sites in our experience, which robustly evidences this as an unviable and undeliverable allocation in the findings of the assessment. 40% is a significant affordable housing provision. Sensitivity of this should be assessed. It appears the site cannot accommodate any affordable housing provision without significant additional funding, which is currently unsecured. A 20% uplift in sales values is substantial and, in our opinion, unrealistic in the current market which in turn casts doubt on the development programme within the local plan period. There is no current evidence for this uplift to be realistic. Significant grant funding requirements, it is not clear if funding has been identified for this scheme and therefore this doesn't secure it's deliverability. Conclusions of AV demonstrate that intervention to create a viable scheme of

		BID. 1 / SG20 would be significant due to current lack of viability.
8.19 – 8.21	<i>AV note:</i> <i>It is important that the Councils maintain 'competitive tension' in their strategic site allocations until the landowners / site promoters have been transparent with their land values and cost assumptions. Lack of transparency is a delivery risk. This is because landowners land value aspirations will increase if their land is allocated, and it is important that the Councils are clear about the infrastructure and S106 mitigation required (to be factored into the price of the land).</i> <i>The Councils should seek confirmation of minimum land value expectations from all preferred strategic allocations before Examination. Failure to secure this information risks protracted site-specific viability negotiations at the planning application stage, contrary to the intentions of the NPPF and PPG.</i> <i>It also risks land value inflation following allocation, reducing the ability of sites to absorb infrastructure, affordable housing and wider policy requirements.</i>	Despite being largely Council controlled, the BID 1 / SG20 promoters have reportedly not disclosed the required information to support for the plan process and we agree with the significant risks highlighted by AV in respect of BID 1 / SG20.
260701 South Warwickshire Local Plan and CIL Typologies Matrix_v6 - Residential Typologies	<i>AV's headline assessment of BID.1 / SG20.</i> - 217.7 ha gross - 37% net to gross - 79.72net developable hectares (196.99 ac) - 2551 units - 32 dwellings per hectare - Houses & Flats - 40% affordable housing provision - Nil CIL - £1,003 per unit BNG - Accessible housing allowances made - Part L FHS / NZC – 8.50% cost uplift houses and 4.20% flats - Water Efficiency Part G - £350 per unit	Summary of site assessment headlines as appraised and commented on above.

Sensitivity Analysis	<i>Various Zone based sensitivity scenarios.</i>	No comment at present as sensitivity on strategic site BID. 1 not available.
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