

Solihull Connected

2023

DELIVERY PLAN

Solihull Connected Delivery Plan

The Solihull Connected Delivery Plan sets out Solihull Metropolitan Borough Council's priorities for spending and outlines the activities we intend to undertake over the plan period. The plan describes how the Council will use its resources to achieve the objectives for transport set out in Solihull Connected 2023.

CONTENTS

1	INTRODUCTION	3
2	RESOURCES	4
3	CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT	6
4.	TRANSFORMING CITIES FUND	10
5	UK CENTRAL SOLIHULL PROGRAMME	11
6	FUTURE TRANSPORT STRATEGY RESEARCH PROGRAMME	13
7	OTHER PROGRAMMES	14
8	PROGRAMME MANAGEMENT	15
9	ACHIEVING OUR POLICY OBJECTIVES	16

1 INTRODUCTION

To help us achieve the vision and objectives contained in Solihull Connected 2023 we have drawn up this delivery plan to set out in more detail the steps we will be taking to deliver Solihull Connected and how we will resource them. The principal focus of this Delivery Plan spans April 2022 to March 2027 to align with the first 5-year tranche of approved West Midlands City Region Sustainable Transport Settlement capital funding. However, the document also includes a number of longer-term initiatives, and it is intended that the Delivery Plan be a live document, which will be added to and updated as required over the coming months and years.

Although it is rare that sufficient funding is available for Local Transport Authorities to deliver all the schemes that they might want to deliver, the adoption of Solihull Connected and the continued progression of the initiatives set out in this Delivery Plan will position the Council well for future funding opportunities.

2 RESOURCES

We will resource our Delivery Plan by accessing a range of current and future funding opportunities to develop and deliver our range of investment programmes focused on achieving the vision and objectives of Solihull Connected. At the same time, we will continue to conduct research, evidence gathering and analysis to ensure that our programme can adapt and respond to changing travel and transport needs in the Borough as the wider economy and environment changes.

The source of our capital investment during the period from April 2022 to March 2027 will be as follows:

- City Region Sustainable Transport Settlement, April 2022 to March 2027. £79.16million
- Transforming Cities Fund, 2022 to 2023. £0.8million
- West Midlands Combined Authority Infrastructure Programme (WMCA IP)
- Funding raised from car parks managed by the Council
- Town & Country Planning Act 1990 – Section 106
- Community Infrastructure Levy

In addition, when opportunities arise the Council and other organisations may be able to bid for funding from the following sources.

- Department for Transport, particularly via Active Travel England
- Levelling Up Fund
- E-Cargo Bike Fund
- Rail and Water Freight Grants
- West Midlands Future Transport Zone
- Rees-Jeffries Road Fund Grant
- Road Safety Trust
- High Speed 2 Road Safety Fund
- Department for Environment, Food & Rural Affairs (DEFRA) Air Quality Grant Scheme
- Greater Birmingham & Solihull LEP
- Innovate UK

Funding is also available to High Speed 2, National Highways, Network Rail, Transport for West Midlands and other third parties that could be brought into the Borough through partnership working, which could support the delivery of further schemes that contribute to the Solihull Connected vision and objectives.

Significant third-party investment in Solihull is already underway, with High Speed 2 delivering a new high speed railway station in the Borough (Birmingham Interchange Station), along with improvements to highways infrastructure to accommodate access to the new station. National Highways is delivering improvement to M42 Junction 6, by making changes to the existing junction and creating a new junction (5a) on the M42; and Transport for West Midlands has recently delivered the first phase of its A45 Sprint bus rapid transit scheme to connect Birmingham Airport with Birmingham City Centre. Further third-party investment in Solihull is both anticipated and welcomed by the Council.

Possible third-party schemes include:

- Extension of Berkswell and Whitlocks End station car parks
- A45 Sprint phase two (B425 Lode Lane)
- West Midlands Bus Services Improvement Plan and Enhanced Partnership initiatives such as new bus priorities and safety measures
- An automated people mover connecting HS2 Interchange to Birmingham Airport and Birmingham International station

3 CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

The City Region Sustainable Transport Settlement (CRSTS) was announced by the Government in August 2021 as a response to the National Infrastructure Assessment, which had identified that the quality of the local transport networks across English metropolitan areas was affecting their productivity when compared to London and other city areas across the globe.

The Government sees CRSTS as an unprecedented level of investment in local transport networks, the aim of which is to create a more consolidated and devolved model of transport funding that delivers significant improvements for users. The Government intends that, subject to future spending reviews and the success of this programme, CRSTS settlements would be provided on a 5-yearly basis to metropolitan / city areas, the first of which will cover the period from April 2022 to March 2027.

The West Midlands CRSTS allocation was confirmed in mid-2022 and includes capital funding allocations for several schemes within this Delivery Plan, as set out below. The West Midlands Combined Authority is responsible for administering the fund, with funding being provided to Local Authorities upon receipt and approval of scheme-specific business cases.

Solihull MBC City Region Sustainable Transport Settlement Scheme Allocations

A45 / Damson Parkway Multi-modal Junction Improvements

- *Anticipated Delivery Date: 2024/25*
- *Budget: £8.9million (+ £1m from A45 Sprint Phase 2)*

Alterations at the junction of the A45 and Damson Parkway to improve access to Jaguar Land Rover, Birmingham Airport, the National Exhibition Centre, and Birmingham City Centre. Proposals includes the provision of a bus lane on the A45 and improvements for cyclists and pedestrians.

Chester Road Corridor – Segregated Cycleway and Capacity Enhancement at Chelmunds Cross

- *Anticipated Delivery Date: 2025/26*
- *Budget: £6.8million (+ £1.2m from the WMCA IP)*

Delivery of 1.2km of LTN 1/20-compliant two-way segregated cycle infrastructure, along a section of the Major Road Network that has been identified as a priority corridor within the Solihull Local Cycle and Walking Implementation Plan (LCWIP), along with modest amendment to two junctions to relieve current bottlenecks.

Solihull Town Centre to Dickens Heath Permanent Cycle Scheme

- *Anticipated Delivery Date: 2024/25*
- *Budget: £10.3million*

Delivery of 6.4km of LTN 1/20-compliant two-way segregated cycle infrastructure, along a priority corridor as identified within both the West Midlands and Solihull Local Cycle and Walking Implementation Plans (LCWIPs).

Solihull Town Centre to Knowle Permanent Cycle Scheme

- *Anticipated Delivery Date: 2024/25*
- *Budget: £8million*

Delivery of 4.2km of LTN 1/20-compliant two-way segregated cycle infrastructure, along a priority corridor as identified within the Solihull LCWIP.

UKC Hub - Solihull - Dorridge Bus Priority Route

- *Anticipated Delivery Date: 2026/27*
- *Budget: £5million*

Delivery of a cross-Solihull bus route, with priority infrastructure to connect the UK Central Hub area (HS2 Interchange, Birmingham Airport, NEC, JLR and Birmingham Business Park) with Solihull Town Centre, Cranmore, and Blythe Valley Business Parks and Knowle/Dorridge. This scheme will complement the proposed Sprint route from Hall Green to HS2 Interchange to be delivered by Transport for West Midlands.

Solihull Railway Station

- *Anticipated Delivery Date: 2027 onwards*
- *Budget: £5million*

Planned improvements to Solihull Station to safely accommodate forecast passenger demand, encourage, and enable modal shift and to sustainably support significant employment and housing growth ambitions for Solihull Town Centre. The scheme will improve interchange facilities between bus and rail and cater for new Sprint Bus Rapid Transit vehicles. Development work will take place until March 2027, to enable delivery during a future CRSTS funding period.

Multi-modal Access to HS2 Enhancement

- *Anticipated Delivery Date: 2027 onwards*
- *Budget: £5million*

Enhancement to public transport, cycle, pedestrian, and highways infrastructure being delivered by HS2 to accommodate demand associated with the employment growth that HS2 is intended to generate. Development work will take place until March 2027, to enable delivery during a future CRSTS funding period.

West Coast Mainline and M42 Public Transport and Active Travel Bridge Links to HS2 Interchange

- *Anticipated Delivery Date: 2027 onwards*
- *Budget: £5million*

Delivery of public transport and active travel bridge links to connect Birmingham Airport with the NEC and HS2 Interchange Station / Arden Cross development; three major trip generators that are currently severed by the West Coast Mainline and M42 and, as a result, tend to function as discrete entities. Development work will take place until March 2027, to enable delivery during a future CRSTS funding period.

Highways Maintenance & Structures Programme

- *Anticipated Delivery Date: 2022 – 2027*
- *Budget: £19.26million*

Funding for the planned maintenance of the Borough's roads, bridges, signing, streetlights, subways, traffic signals, roadside trees and other vegetation, drainage, and associated infrastructure. This funding is a direct replacement for that which was previously provided to the Council by the DfT through the Local Transport Plan devolved funding process, and so enables the Council to continue its annual maintenance programmes.

Community Liveability Programme

- *Anticipated Delivery Date: 2022 – 2027*
- *Budget: £5.9million*

The Community Liveability Programme is about local transport interventions, of small impactful schemes, that support local neighbours and centres and improve people's everyday lives but also link to wider agendas like health, community engagement and place making. This funding is a direct replacement for that which was previously provided to the Council by the DfT through the Local Transport Plan devolved funding process, and so enables the Council to continue its well-established Community Liveability Programme.

The CRSTS programme also sets out a list of reserve / 'overprogramming' schemes. These schemes do not have a specific funding allocation attributed to them, but they will continue to be progressed by relevant parties if there is underspend within the main CRSTS programme, and unspent monies can be diverted to accommodate their delivery.

Reserve schemes within Solihull include:

- *Birmingham Airport to Castle Bromwich LCWIP Permanent Cycle Scheme.*

As we deliver this round of CRTSTS programme we anticipate that the region will be increasingly scrutinised on the impacts of the schemes. Whilst the primary objective of some of the schemes proposed across the region is to improve highway capacity, such schemes will still need to include complementary active travel and / or public transport measures to support behavioural change ambitions.

4 TRANSFORMING CITIES FUND

The Transforming Cities Fund (TCF) is a £2.45 billion capital grant transport fund aimed at driving up productivity through investments in transport infrastructure in some of England's largest city regions. The aims of the fund were improving access to good jobs within English cities and encouraging an increase in journeys made by low-carbon and sustainable modes of transport. The TCF also aims to support the following wider cross-cutting priorities:

- Tackling air pollution
- Delivering more homes
- Delivering apprenticeships and improving skills investments
- Encouraging the use of new mobility systems and technology as part of the Future Transport Zone

TCF funding already received by WMCA, and distributed to Local Authorities, has been subsumed into the CRSTS process, with the following funding allocated to projects within Solihull:

A45 / Damson Parkway Multi-modal Junction Improvements

- *Anticipated Delivery Date: 2024/25*
- *Budget: £0.3million*

Development funding secured to support survey and detailed scheme design work, prior to securing CRSTS funds.

A452 Balsall Common Transport Package

- *Anticipated Delivery Date: TBC*
- *Budget: £0.5million*

Development funding secured to support the building of a traffic model and initial scheme design development for proposals (subject to adoption of the Draft Local Plan) to implement a relief road for the village, complemented by public realm, pedestrian, and cycle improvements in, and within the vicinity of, the village centre.

5 UK CENTRAL SOLIHULL PROGRAMME

Enjoying one of the strongest economies outside London, UK Central Solihull is one of the most compelling inward investment locations in the UK, offering a powerful combination of opportunity, connectivity, and lifestyle. The arrival of HS2 within Solihull is likely to act as a catalyst for further growth both before and after opening of the Birmingham Interchange Station, and the UK Central Programme seeks to capitalise on such an opportunity through significant growth and regeneration plans for the UKC Hub, Solihull Town Centre, North Solihull, and Blythe Valley Park.

As a result, demands for travel and transport, and the need for improvement in transport infrastructure, will extend beyond the initial 5-year capital funding period covered by the current round of CRSTS funding (2022-2027). The Council will therefore make best use of funding already secured via the WMCA Investment Programme to continue development work on a number of projects over the next five years, to ensure that the Council is in the best possible position to secure further capital funding as and when opportunities arise. These projects include:

A34 Stratford Road Enhancements

Development of multi-modal proposals along the A34 Stratford Road Corridor, adopting a 'link and place' approach that recognises the dual function of the corridor for strategic and local traffic, whilst also supporting Shirley centre regeneration.

Solihull Town Centre Access Improvements

A programme of multi-modal interventions intended to accommodate growth within the town centre in a sustainable manner. Interventions will likely include bus priority measures, public realm, pedestrian and cycle infrastructure and highway capacity improvements where appropriate.

Solihull Town Centre Public Realm Improvements

Solihull Town Centre has continued to thrive, despite the impacts of the recent COVID-19 pandemic, with investment throughout and further investment anticipated in years to come. Updating and refreshing of the public realm quality and facilities is vital to ensure that the town centre retains its status as a high quality and attractive environment for visitors, businesses, and residents.

Local Cycling and Walking Infrastructure Plan (LCWIP)

The Council has commenced work in sequentially developing the priority strategic schemes set out within its LCWIP, since it was adopted in 2021; the primary intent of which is to have schemes sufficiently developed to capitalise on funding opportunities as and when they arise. This development work will continue, with a particular focus on routes that connect to Solihull Town Centre and / or the UKC Hub area.

Town, District and Local Centres Action / Delivery Plans

We will also build upon the Town, District and Local Centre Access Strategy work undertaken to inform Solihull Connected, by developing specific Action / Delivery Plans for each centre. These Action / Delivery Plans will set out a range of transport interventions and initiatives that, subject to funding availability, can be delivered as packages and / or discrete projects.

Future of Mobility Programme

The Council will continue its work in taking a leading role in trialling future transport technology. Further opportunities will be taken to deploy the Council's Connected Autonomous Vehicle, and the Council will seek to make best use of future funding opportunities to further its knowledge and understanding of such technologies.

Local Strategic Network Resilience

A phased programme of technology-based solutions will be trialled to reduce traffic congestion, improve asset management, deliver highways maintenance measures, and manage traffic.

6 FUTURE TRANSPORT STRATEGY RESEARCH PROGRAMME

To support the capital works outlined above, and to plan for future funding opportunities, the Council will conduct a research and engagement programme, through engagement with partners such as Transport for West Midlands and Midlands Connect. This will include:

- Research into the relationship between parking supply and economic success, congestion levels and uptake of active travel modes and public transport
- Further research into new and emerging transport technologies, micro-mobility, and demand responsive transport
- The management of freight, both from a long-distance perspective and a local access / delivery perspective

7 OTHER PROGRAMMES

Solihull MBC has produced Delivery Plans associated with other parts of its overall strategy work. These can be found in the following documents:

- Solihull Clean Air Strategy
- Solihull Cycle & Walking Strategy and Local Cycle & Walking Infrastructure Plan
- Highway Infrastructure Asset Management Plan
- Road Safety Strategy for Solihull
- Solihull Electric Vehicle Strategy
- Solihull Local Centres Action Plan
- Solihull Net Zero Action Plan
- Solihull Public Transport Vision

8 PROGRAMME AND STAKEHOLDER MANAGEMENT

Effective programme and project management will be fundamental to the successful delivery of this plan and achievement of the objectives of Solihull Connected. Strong project management principles will continue to be applied to the delivery of all schemes in the plan from conception through to delivery on site, and a common approach is taken to governance, change control, risk management, and stakeholder management.

Schemes for which Solihull MBC is the lead sponsor or promotor will be governed in accordance with the Council's UKC programme and project governance arrangements. For those schemes for which an external partner is the lead sponsor or promotor, standard actions will apply to these schemes including proactive engagement of Solihull MBC at both Member and Officer level as required.

There will be a strong focus on the monitoring and management of risk at both a programme and individual scheme level. This will involve the identification of risks, assessment of their likelihood of occurrence and their potential impacts both qualitatively and quantitatively, and the development of suitable strategies to eliminate the risks or reduce their impact.

Communications and Stakeholder Management Plans will be put in place for each scheme at the appropriate stage of its development. These Plans will detail the project's activities related to engaging stakeholders and conducting public consultation exercises and will put in place the measures necessary to ensure that all communications are clear and effective, and feedback received is considered appropriately.

9 ACHIEVING OUR POLICY OBJECTIVES

Solihull Connected 2023 contains six area strategies and twelve policies. The twelve policies are set out below. The table that follows shows how the schemes we have planned as set out in this Delivery Plan are distributed across the six areas and how the schemes will contribute to successful delivery of the twelve policies.

Solihull Connected Policies

Policy 1

We will work with Transport for West Midlands and bus operators to expand the scope of the bus network, to ensure it is responsive to the different needs of different groups, such as people with disabilities.

Policy 2

We will work with the West Midlands Rail Executive and other parties to improve rail services and infrastructure in the Borough.

Policy 3

We will improve transport and travel connections to our town, district, and local centres.

Policy 4

We will extend our network of cycle infrastructure across the Borough through cycle lanes, other cycle priorities and cycle parking.

Policy 5

We will focus on highway schemes that address congestion hotspots, address community concerns around traffic impacts, unlock development opportunities and that relieve constraints to economic growth / retention of economic assets.

Policy 6

We will ensure that all parts of the Borough can access the UKC Hub by bus, rail, cycle or, in future, by the West Midlands Metro.

Policy 7

We will work with communities and developers to make best use of Section 106 payments and the Community Infrastructure Levy to lead early investment in the transport network and mitigate the impacts of development in a sustainable manner.

Policy 8

During periods of construction works, we will strengthen our approach to managing capacity on the highway network by emphasising information for users on travel and traffic conditions and making parallel improvements to sustainable travel modes.

Policy 9

We will continue work on reducing carbon from transport in the Borough by promoting low carbon travel, providing access to new forms of travel, and supporting efforts by businesses or residents to change to ultra-low emission vehicles.

Policy 10

We will look at the relationship between parking supply and economic success, congestion levels and uptake of active travel modes and public transport.

Policy 11

We will engage with the freight and logistics industry to understand their needs and ensure the sectors are engaged in our planning processes.

Policy 12

We will take an active role in the development of future transport technology and be supportive of new innovations that can improve our transport network.

	North Solihull	Rural East	Solihull Town Centre	Southern Fringe	UK Central Hub	Urban Core	Policy 1	Policy 2	Policy 3	Policy 4	Policy 5	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12
A45 / Damson Parkway Junction					○		○			○	○	○	○	○	○		○	○
Chelmunds Cross Cycleway	○								○	○		○	○	○	○			○
Solihull to Dickens Heath Cycle Route			○			○			○	○			○	○	○			○
Solihull to Knowle Cycle Route			○	○					○	○			○	○	○			○
Dorridge to UK Central Hub Bus Corridor			○	○	○	○	○		○	○	○	○	○	○	○			○
Solihull Railway Station			○				○	○	○	○			○	○	○			○
Multi-modal Access to HS2 Interchange		○			○		○			○		○	○	○	○		○	○
Airport to HS2 Bridge					○		○			○		○	○		○			○
Balsall Common Transport Package		○					○	○	○	○	○		○	○	○	○	○	
A34 Stratford Road Enhancements						○	○		○	○	○		○	○	○	○	○	
Solihull Access Improvements			○				○		○	○	○		○	○	○		○	
Solihull Public Realm Improvements			○						○	○			○	○	○		○	○
Future of Mobility Programme					○		○					○	○	○	○			○
Town, District and Local Centres Action Plans	○	○	○	○		○	○	○	○	○			○	○	○	○	○	○
Local Strategic Network Resilience						○	○		○		○		○	○	○		○	
Highways Maintenance & Structures Programme	○	○	○	○	○	○	○		○	○	○	○		○	○		○	○
Community Liveability Programme	○	○	○	○		○	○		○	○	○	○	○	○	○	○	○	○