



SOLIHULL LOCAL PLAN TRANSPORT EVIDENCE BASE

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1. Introduction

1.1. Background

- 1.1.1. Following Solihull Metropolitan Borough Council's (SMBC) decision to withdraw the previous Draft Local Plan in October 2024, SMBC has requested consultancy support from AtkinsRéalis to produce a revised Transport Evidence Base to support the Local Plan refresh. The new Local Plan will cover a 15-year period from 2028 to 2043, with adoption proposed from 2028.

1.2. Report Purpose

- 1.2.1. This Connectivity Analysis Report has been prepared by AtkinsRéalis to support the revised Local Plan Transport Evidence Base and provide an initial assessment of the connectivity of the potential growth locations, which have been identified by SMBC through the 'Call for Sites' process. As set out in the glossary of the National Planning Policy Framework (NPPF Appendix B), 'connectivity' is *"the degree to which a location provides access to jobs, services and facilities by sustainable transport modes."*
- 1.2.2. This report assesses the existing connectivity of the potential growth locations through an analysis of outputs from the Department for Transport (DfT) Connectivity Tool, and through the use of TRACC software. The assessment identifies the reasons why potential growth locations are, or are not, well connected to existing trip attractors and amenities across the Borough and concludes by providing an indicative overview of how connectivity to the potential growth locations could be improved, to enable future residents to access jobs, services and facilities by sustainable modes.
- 1.2.3. The findings of this report will form part of the Local Plan Transport Evidence Base and help identify which potential growth locations are best connected from a transport perspective, as well as where potential growth locations will require transport interventions to promote sustainable travel.
- 1.2.4. To align with the Traffic Impact Report, this report assesses 35 potential growth locations comprising 17,983 dwellings (see Table 1-1). These locations represent approximately 78% of the total housing growth proposed across the Borough over the Local Plan period and include all potential growth locations forecast to accommodate 100 dwellings or more. The only exception is the Cole Bank Park location (159 dwellings), which was excluded from the Traffic Impact Report because it is situated outside the five study areas.

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Table 1-1 - Summary of the Potential Growth Locations Assessed

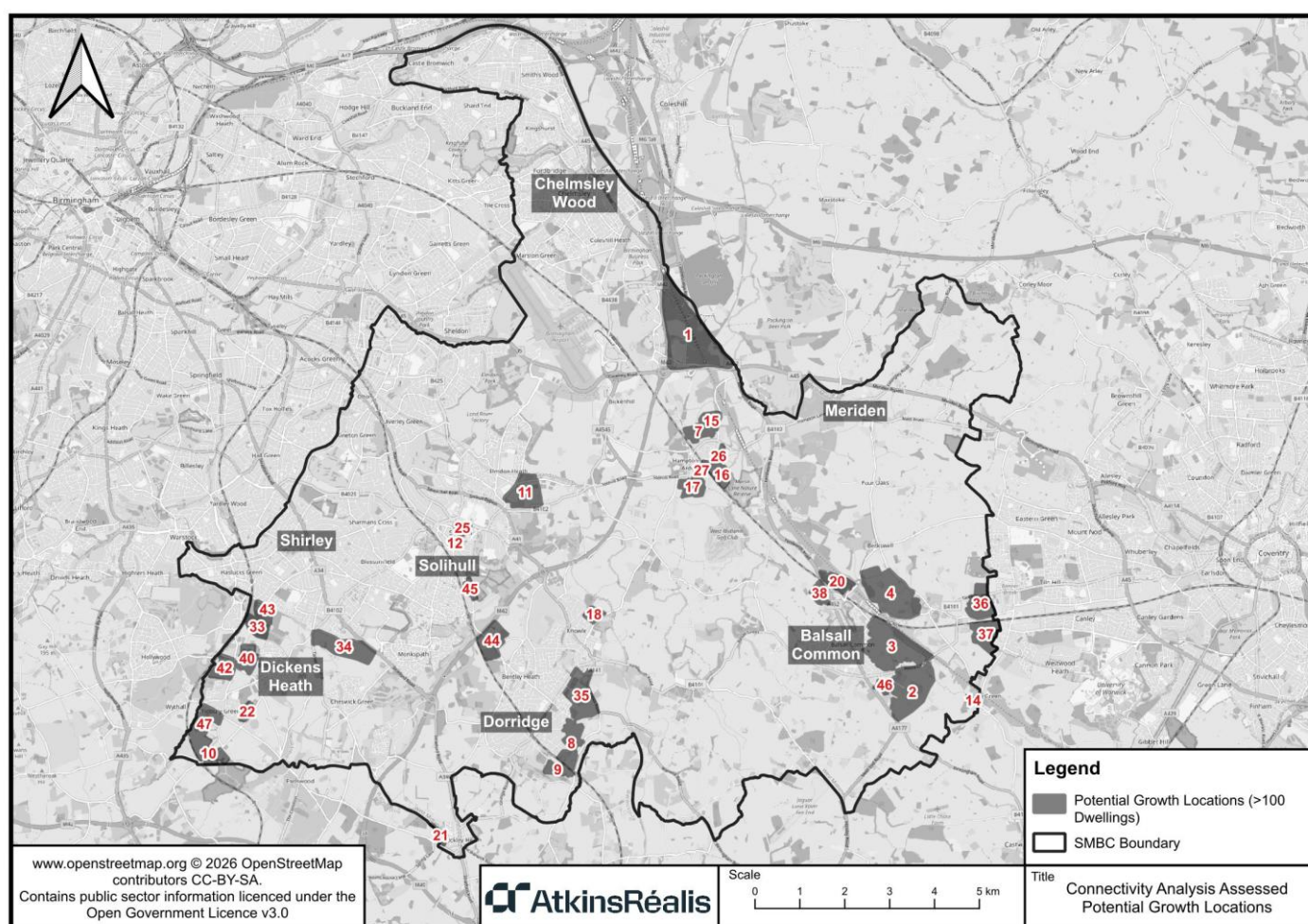
Location ID	Potential Growth Locations	Proposed Number of Dwellings
1	Arden Cross	1,600
2	Balsall Common Relief Road	1,100
3	Barretts Road	1,160
4	Berkswell Catchment	1,350
7	Diddington Lane	340
8	Dorridge Catchment A	568
9	Dorridge Catchment B	204
10	Earlswood Catchment	415
11	East of Solihull	770
12	Eastgate	422
14	Gentleshaw Lane	145
15	Hampton-in-Arden Catchment A	284
16	Hampton-in-Arden Catchment B	205
17	Hampton-in-Arden Catchment C	369
18	Hampton Road (North)	133
20	HS2 Depot	360
21	Land South of School Lane	100
22	Land West of Rumbush Lane	110
25	Mell Square	1440
26	Meriden Road A	100
27	Meriden Road B	152
30	Pheasant Oak Farm	240
33	Shirley Catchment	291
34	South of Dog Kennel Lane	1,195
35	South of Knowle	783
36	Tile Hill Catchment A	607
37	Tile Hill Catchment B	583
38	Trevallion Stud	310
40	West of Dickens Heath	450
42	Whitlocks End Catchment	325

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43	Whitlocks End Farm	450
44	Widney Manor Catchment	585
45	Widney Manor Road	159
46	Windmill Lane	132
47	Wythall Catchment	547

Figure 1-1 - Potential Growth Locations



1.3. Report Structure

1.3.1. The remainder of this report is structured as follows:

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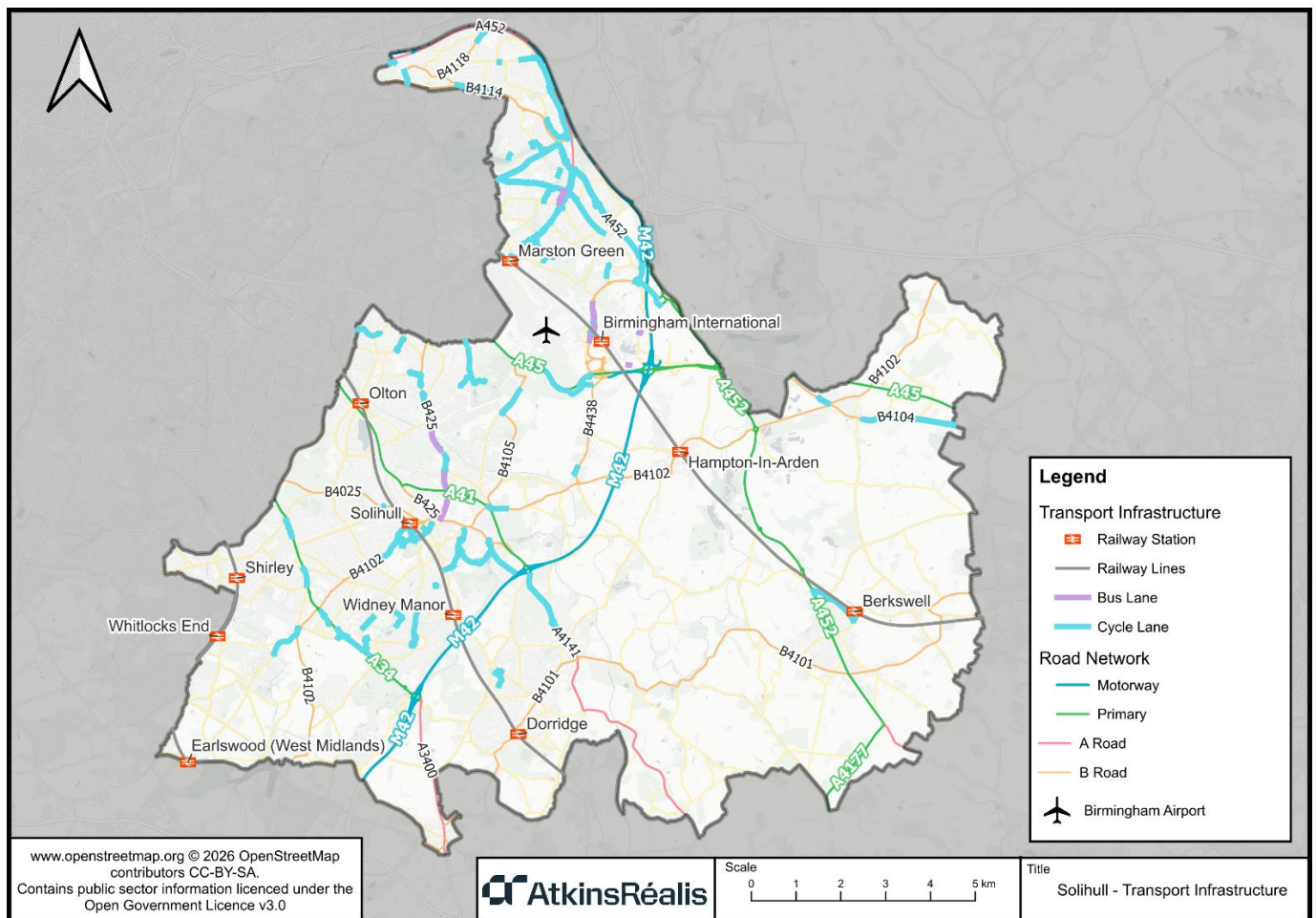
- **Section 2** reviews the existing transport infrastructure within the Borough, including the availability of different transport modes and levels of public transport provision. The review incorporates data from the Transport Related Social Exclusion Tool and the DfT Connectivity Tool.
- **Section 3** sets out the methodology adopted for the TRACC connectivity analysis.
- **Section 4** presents the results of the TRACC connectivity analysis for the principal modes of transport, including walking, cycling, public transport and private car.
- **Section 5** summarises the findings of the TRACC connectivity analysis, identifying the best and worst performing potential growth locations for each transport mode.
- **Section 6** concludes the report by identifying a series of high-level transport interventions that should be considered to improve connectivity to the potential growth locations.

2. Transport and Demographic Context

2.1. Transport Infrastructure

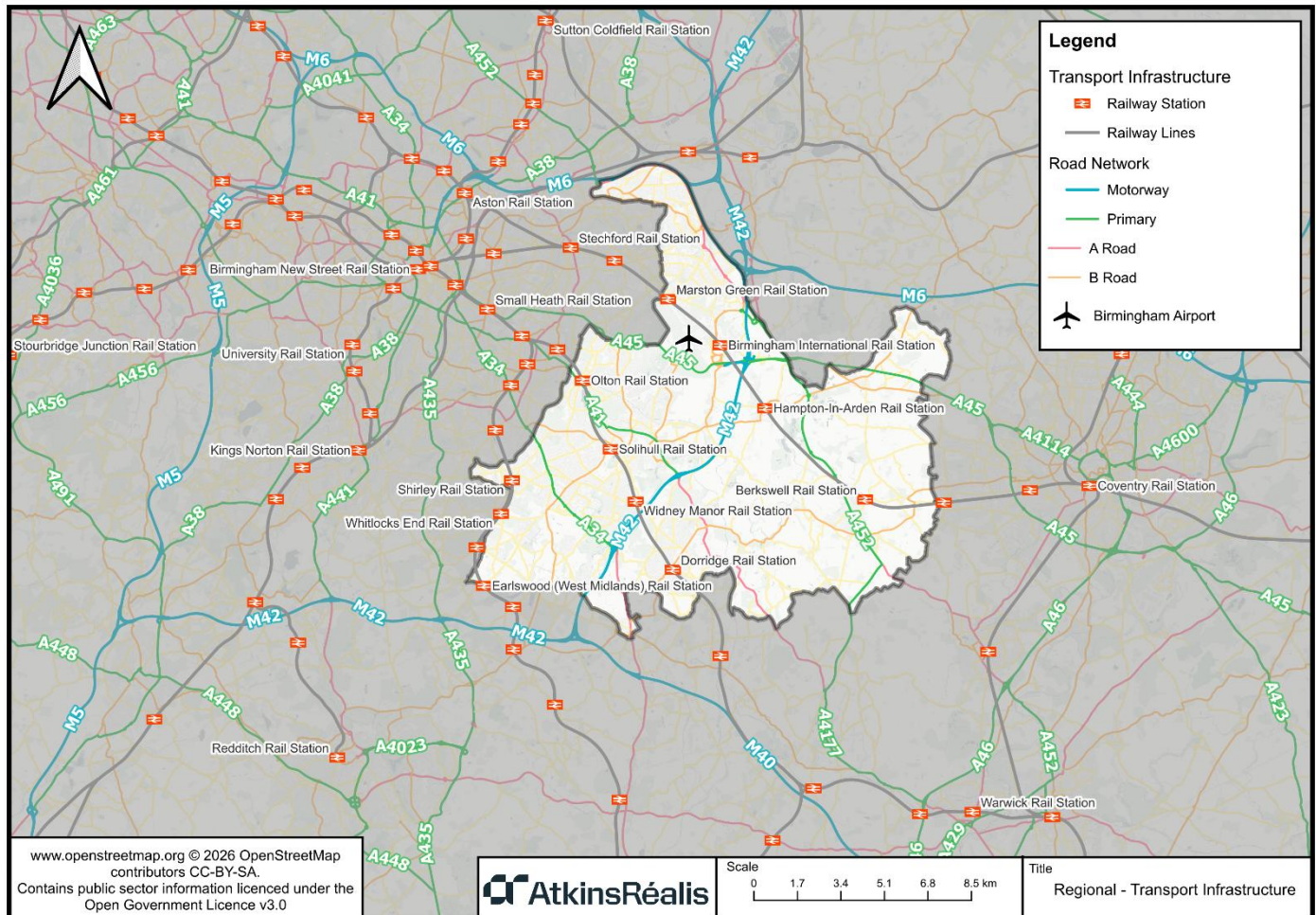
2.1.1. Figure 2-1 illustrates the existing transport infrastructure within the Borough, while Figure 2-2 shows the wider regional transport infrastructure in the surrounding area.

Figure 2-1 – Existing Transport Infrastructure in Solihull Borough



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Figure 2-2 – Existing Transport Infrastructure in the Surrounding Area



- 2.1.2. Solihull Borough is served by three railway lines, two of which accommodate long-distance passenger services. The principal railway stations within the Borough are Solihull Station, located within Solihull Town Centre, and Birmingham International Station, which serves Birmingham Airport. Both stations benefit from direct fast services to Birmingham and London. Birmingham International Station is also served by CrossCountry services connecting Manchester with Reading, Southampton and Bournemouth, as well as regional services to destinations across Wales.
- 2.1.3. In addition to these principal stations, there are a further 11 railway stations within or in close proximity to the Borough. These stations are primarily served by local services to Birmingham and the wider West Midlands, while also providing onward connections to destinations in Warwickshire and Northamptonshire.
- 2.1.4. The Borough is served by the M42 motorway, which provides strategic connections to the M6 and the north-west of England, and the M40 and the south-east of England. The M42 is part of the Strategic Road Network which comprises England's motorways and major A-roads, which are managed by National Highways, and are critical to national connectivity.

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- 2.1.5. The A45, A41 and A34 serve as key highway corridors connecting the Borough with Birmingham City Centre. In addition, the A45, A452 and A4177 provide important links to Coventry and Warwick. The northern and western parts of the Borough benefit from a more extensive highway network than the predominantly rural areas to the east. Within Solihull the A34, A45 and A452 are part of England's Major Road Network, which comprises the country's busiest and most economically important local authority 'A' roads.
- 2.1.6. SMBC have provided information related to the location of bus lanes within the Borough¹. The dataset shows that bus priority measures are relatively limited within the Borough. The principal exception is the southbound bus lane on the B425 Lode Lane between the Jaguar Land Rover site and Solihull Town Centre. Additional bus priority measures are provided at key transport interchanges, including Chelmsley Interchange and the Solihull Town Centre bus interchange on Poplar Road.
- 2.1.7. Cycle priority infrastructure is concentrated within the northern and western parts of the Borough, particularly in areas to the north of Birmingham Airport. However, many of these facilities are disconnected and do not currently form a comprehensive or coherent cycling network.

2.2. Transport Availability

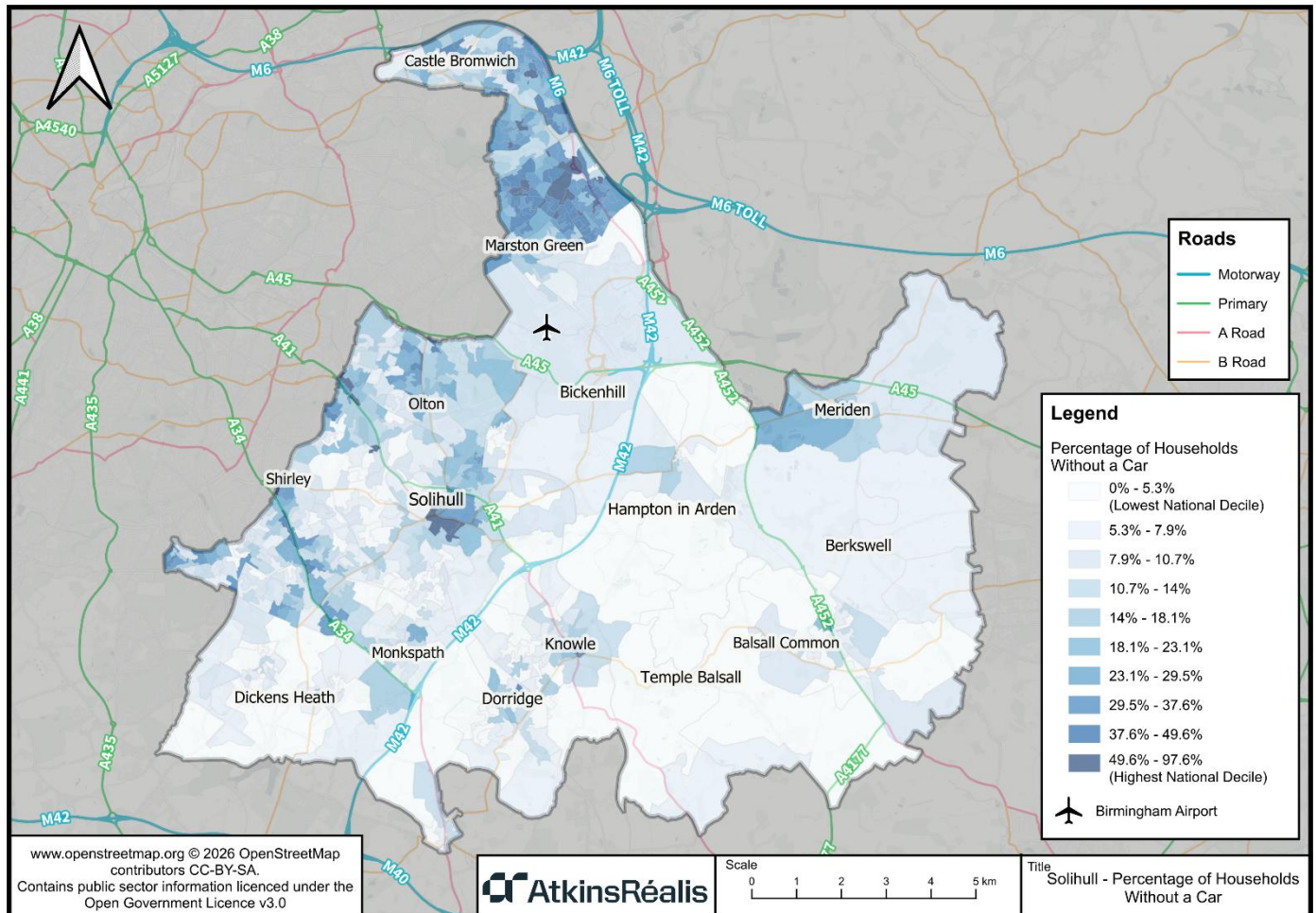
- 2.2.1. Figure 2-3 shows the percentage of households in the Borough without access to a car or van, according to 2021 Census data².

¹ [Bus lanes | Solihull Metropolitan Borough Council](#)

² [Car or van availability by household composition - Office for National Statistics](#)

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Figure 2-3 - Percentage of Households Without a Car



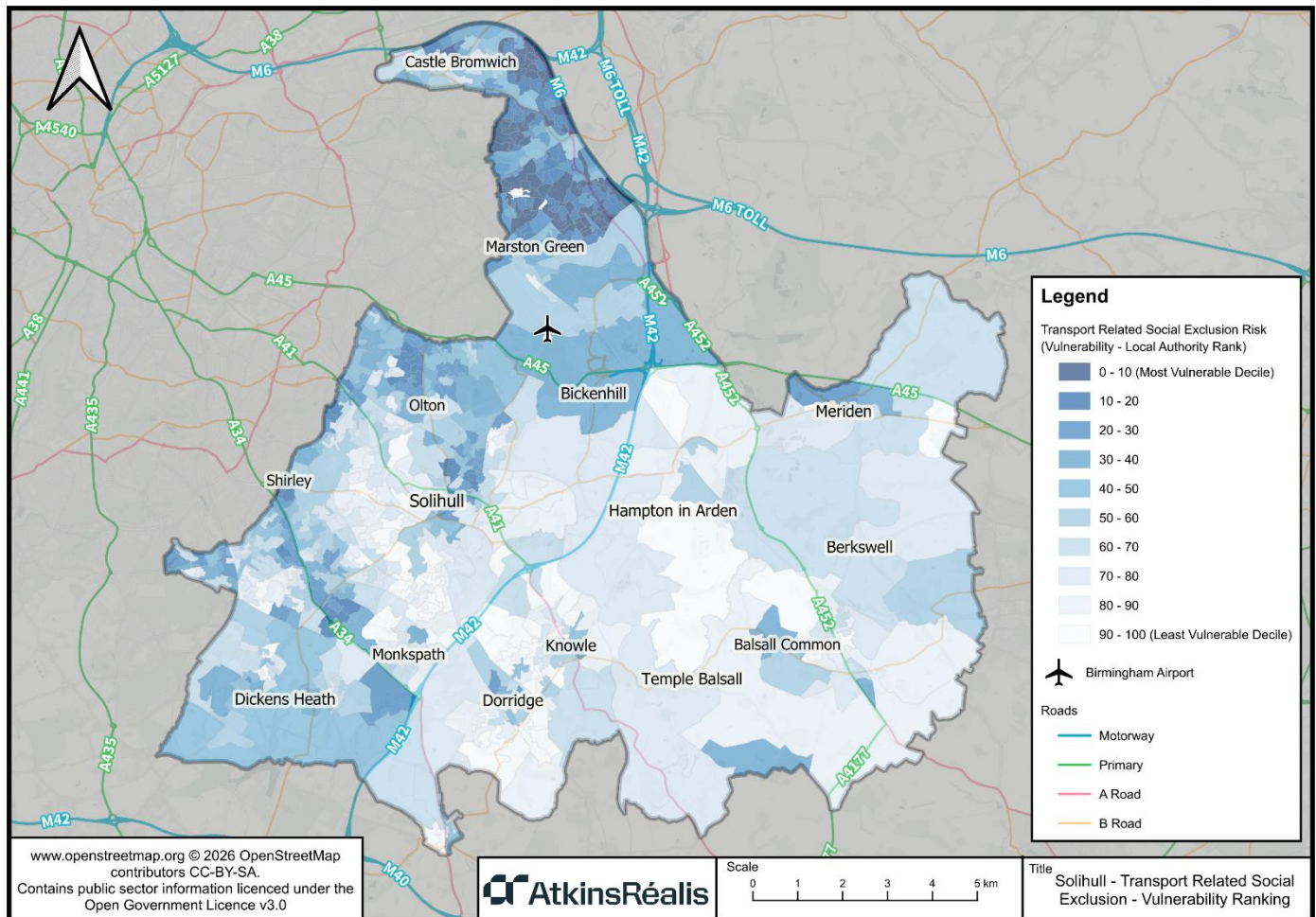
Source: Census – Car Ownership, 2021

- 2.2.2. Overall, there are a higher percentage of households without access to a car or van (dark blue) in the northern and western areas of the Borough, such as Marston Green, Shirley, and Olton, than in southern and eastern areas. The only notable exception to this rule is the area of Meriden, which also displays a low level of car ownership. Solihull Town Centre itself displays a low level of car ownership in comparison to the majority of the Borough.
- 2.2.3. Overall car ownership in Solihull Borough is relatively high compared to the rest of the country, particularly given its location within the wider West Midlands urban conurbation. There is a need for future residential development in Solihull Borough to avoid becoming overly car dependent. This can be achieved through the delivery of higher density development, the provision of local amenities in close proximity to residents, therefore encouraging and enabling active travel, and through locating developments in locations which are well connected by public transport modes.

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2.2.4. Transport for the North (TfN) has developed the Transport Related Social Exclusion (TRSE) tool, which measures access to essential services and the vulnerability of the population to social exclusion, through factors such as poverty, disability, caring responsibilities, and poor health. The vulnerability index for Solihull Borough is shown in Figure 2-4.

Figure 2-4 - Transport Related Social Exclusion - Vulnerability Ranking



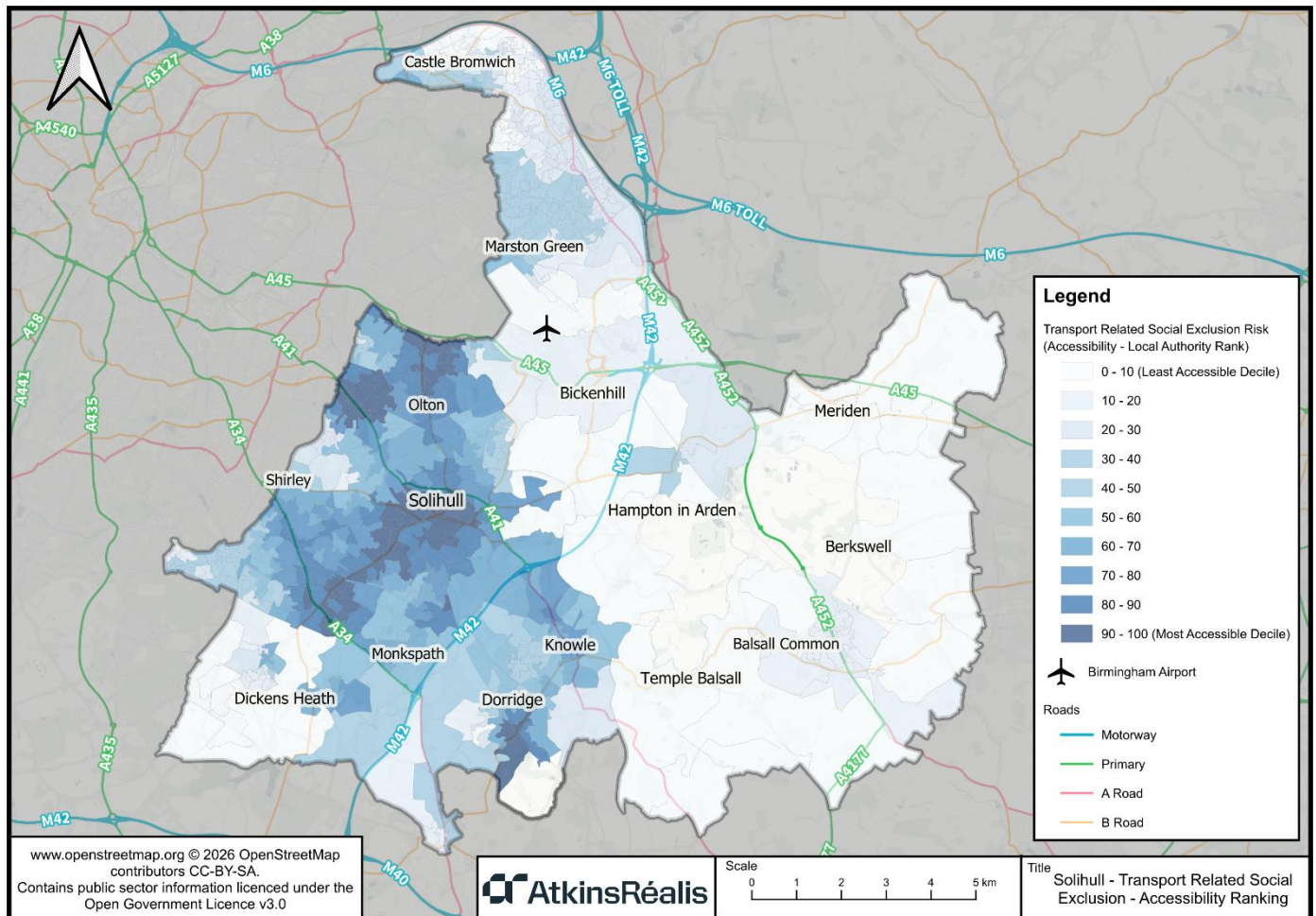
Source: Transport Related Social Exclusion, Transport for the North (TfN)

2.2.5. As with the car availability data presented earlier in this section, the areas exhibiting the highest levels of vulnerability to transport-related social exclusion (shown in dark blue) are concentrated within the northern and western parts of the Borough. This is likely to reflect a combination of lower levels of car ownership and lower household incomes, which can increase reliance on public transport while also making transport costs a greater barrier to access. In contrast, most areas within the south and east of the Borough exhibit lower levels of vulnerability. Solihull Town Centre displays a moderate level of vulnerability relative to the Borough as a whole.

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- 2.2.6. The accessibility component of the TRSE Tool assesses access to employment, education, healthcare and other key services. The accessibility ranking is presented in Figure 2-5. Whilst the TRSE Tool refers to an 'Accessibility Ranking' rather than connectivity, for the purposes of this assessment it is considered a suitable proxy for connectivity as defined within the NPPF.

Figure 2-5 - Transport Related Social Exclusion – Accessibility Ranking



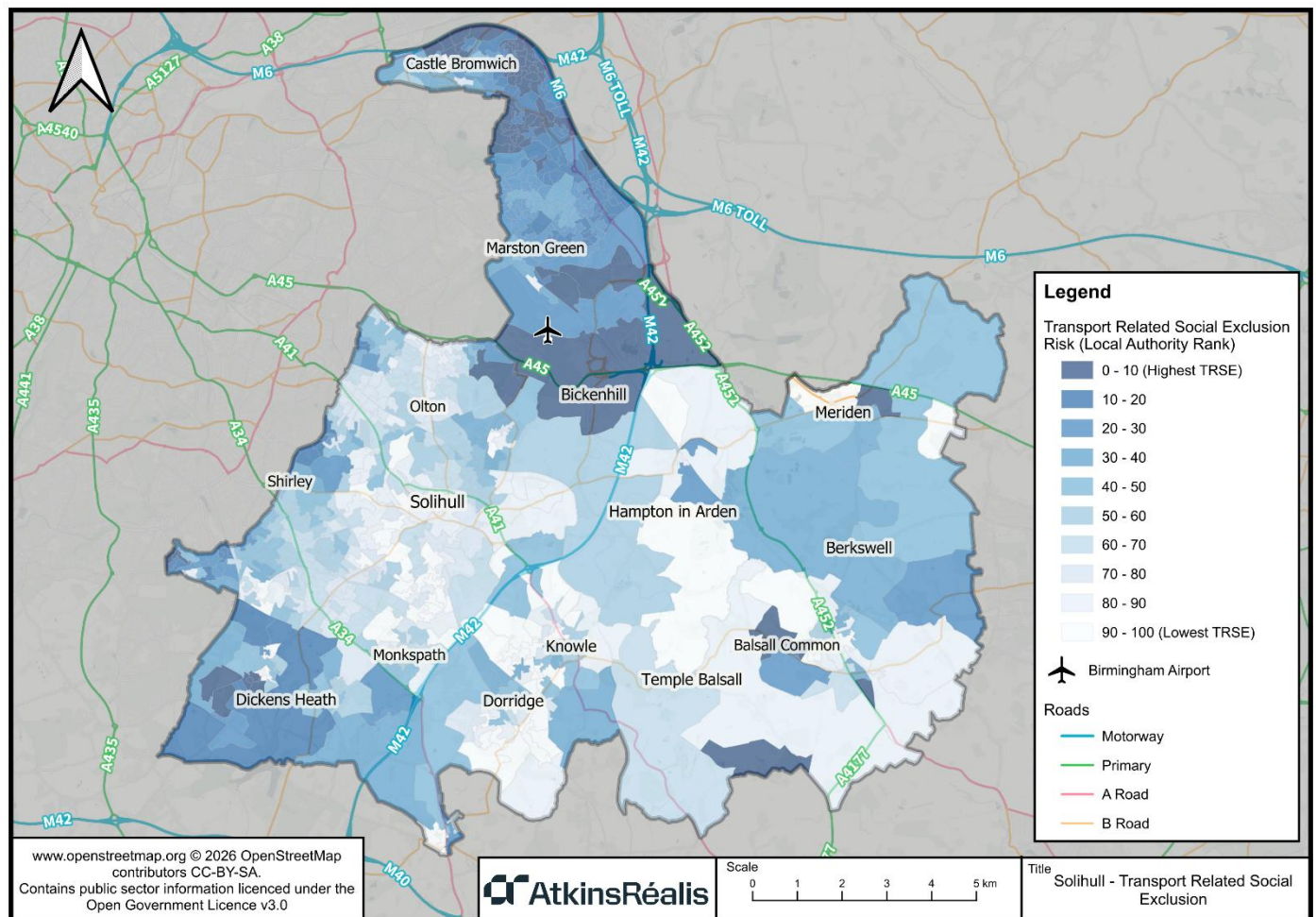
Source: Transport Related Social Exclusion, TfN

- 2.2.7. The TRSE accessibility rankings broadly reflect the distribution of transport infrastructure shown in Figure 2-1, as well as patterns of population density, with more densely populated areas typically located closer to a wider range of services and amenities. The highest accessibility rankings (shown in dark blue) are concentrated in the western part of the Borough, particularly in areas surrounding Solihull Town Centre. These areas benefit from higher-frequency rail services, including at Solihull and Dorridge stations, compared with locations such as Marston Green, Hampton-in-Arden and Berkswell (see Figure 2-9). The western part of the Borough also benefits from a more extensive highway network and generally provides better access to Birmingham City Centre by all modes of transport than the more rural eastern areas.

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2.2.8. Figure 2-6 presents the overall TRSE ranking for the Borough, which combines both the vulnerability and accessibility components of the assessment.

Figure 2-6 - Transport Related Social Exclusion Rank



Source: Transport Related Social Exclusion, Transport for the North (TfN)

2.2.9. Overall, northern areas of the Borough display the highest risk of TRSE (dark blue), having displayed high levels of vulnerability and low levels of connectivity. Risk of TRSE is particularly high in Bickenhill, just to the south of Birmingham Airport. Dickens Heath in the south-west and Meriden and Berkswell also display a high risk to TRSE, which can largely be attributed to poor levels of connectivity. Solihull Town Centre and the majority of its surrounding areas display a relatively low risk of TRSE.

2.2.10. Where potential growth locations are brought forward within areas identified as being at greater risk of transport-related social exclusion, transport considerations should be a key component of the development strategy to ensure future residents have access to employment, education, healthcare, and other essential services by sustainable modes of transport. This is likely to require a combination of on-site measures, such as the provision of new local facilities and sustainable travel infrastructure, together with off-site interventions

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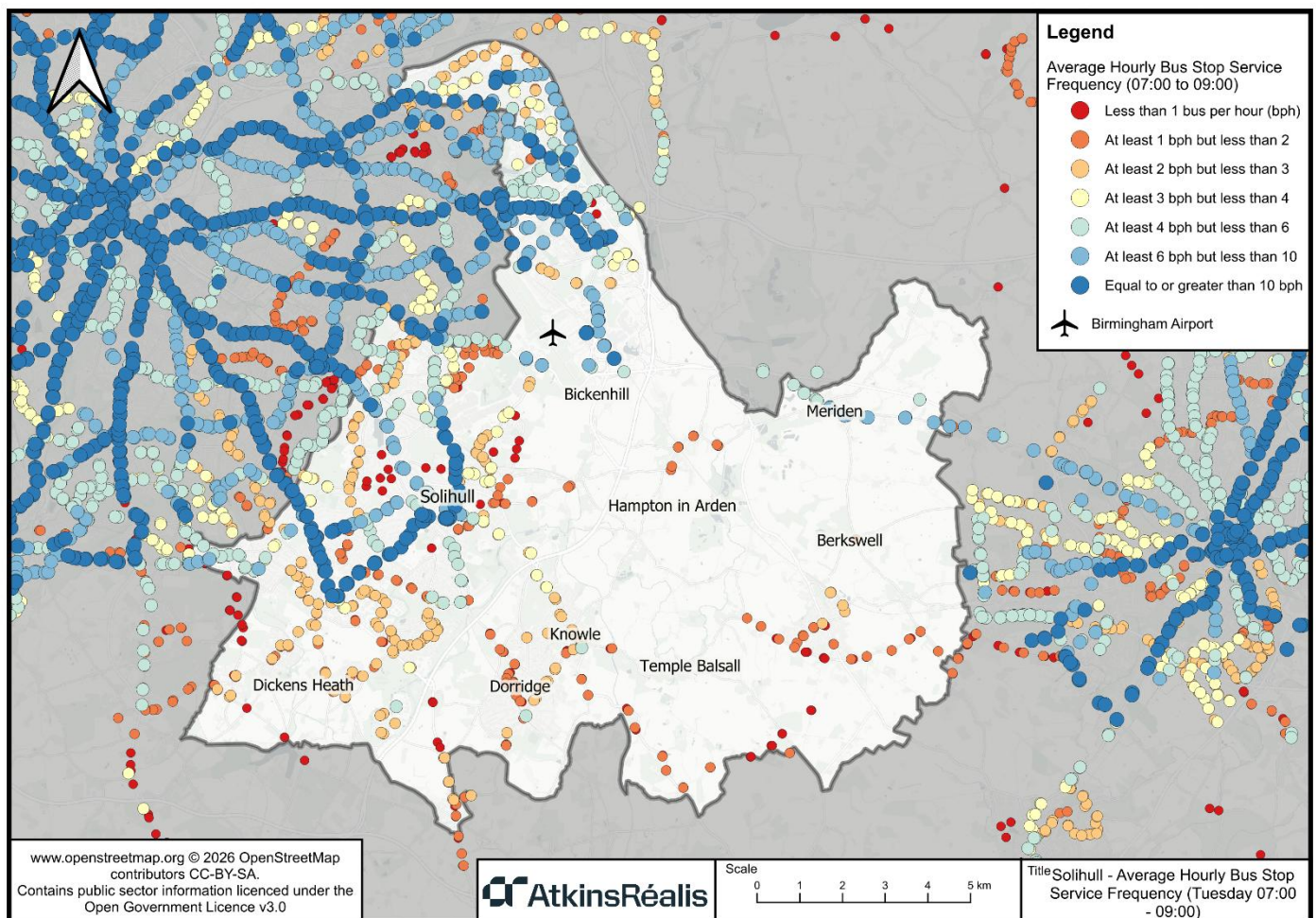
to improve connectivity to existing public transport networks and wider active travel routes across the Borough.

2.3. Public Transport Service Provision

Bus Frequency

2.3.1. Figure 2-7 displays the average service frequency at bus stops in the Borough and the surrounding area. Figure 2-8 displays the bus stops within the Borough and the surrounding area that are served by a bus service with an average frequency of 4 buses per hour or greater. These maps reflect the Tuesday AM peak period (07:00 – 09:00) and are based on timetables as of July 2026.

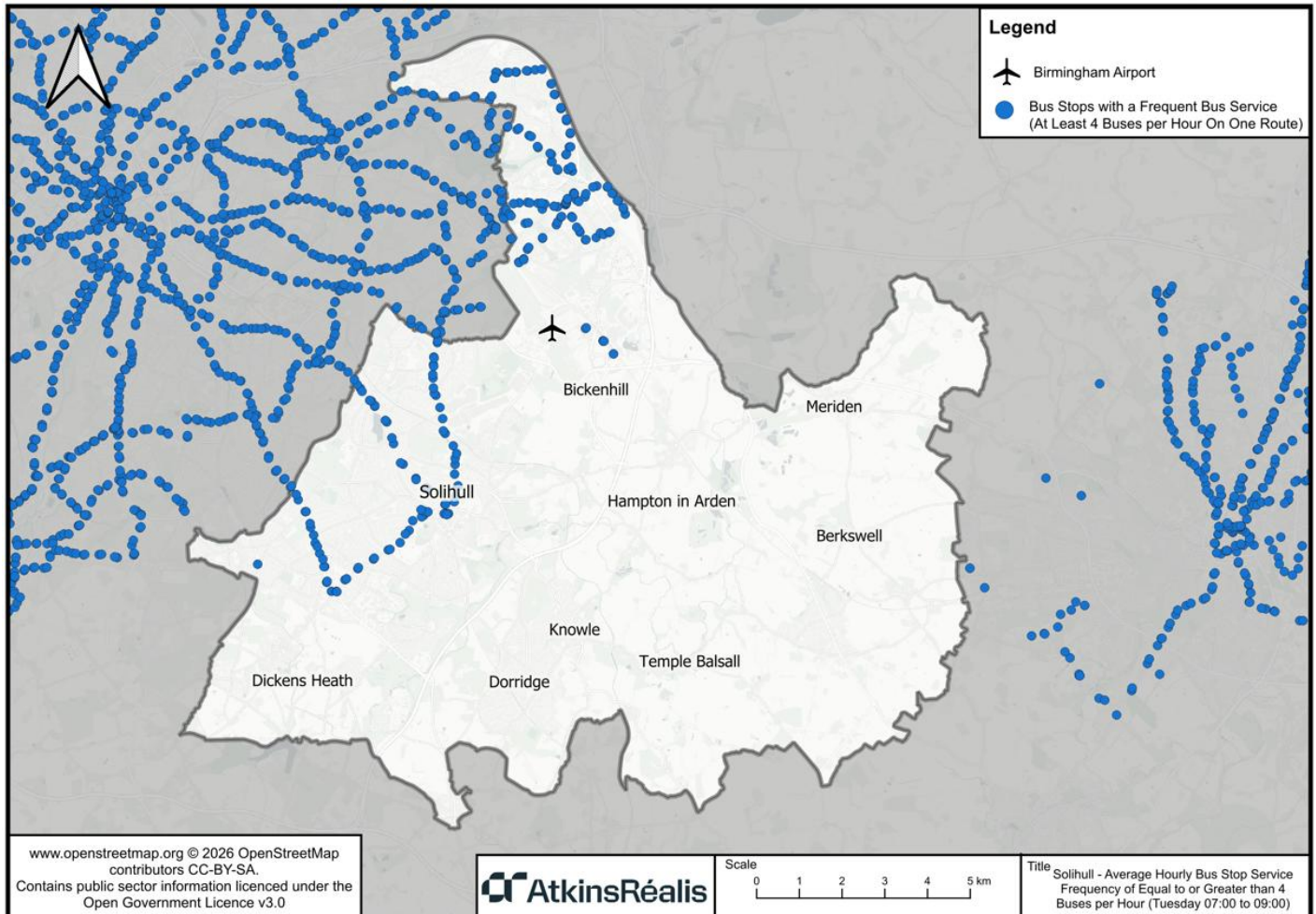
Figure 2-7 - Average Bus Stop Service Frequency (Tuesday 07:00-09:00)



Source: Basemap Network Statistics Q2, 2026

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Figure 2-8 - Bus Stops with a Frequent Bus Service (Tuesday 07:00-09:00)



Source: Basemap Network Statistics Q2, 2026

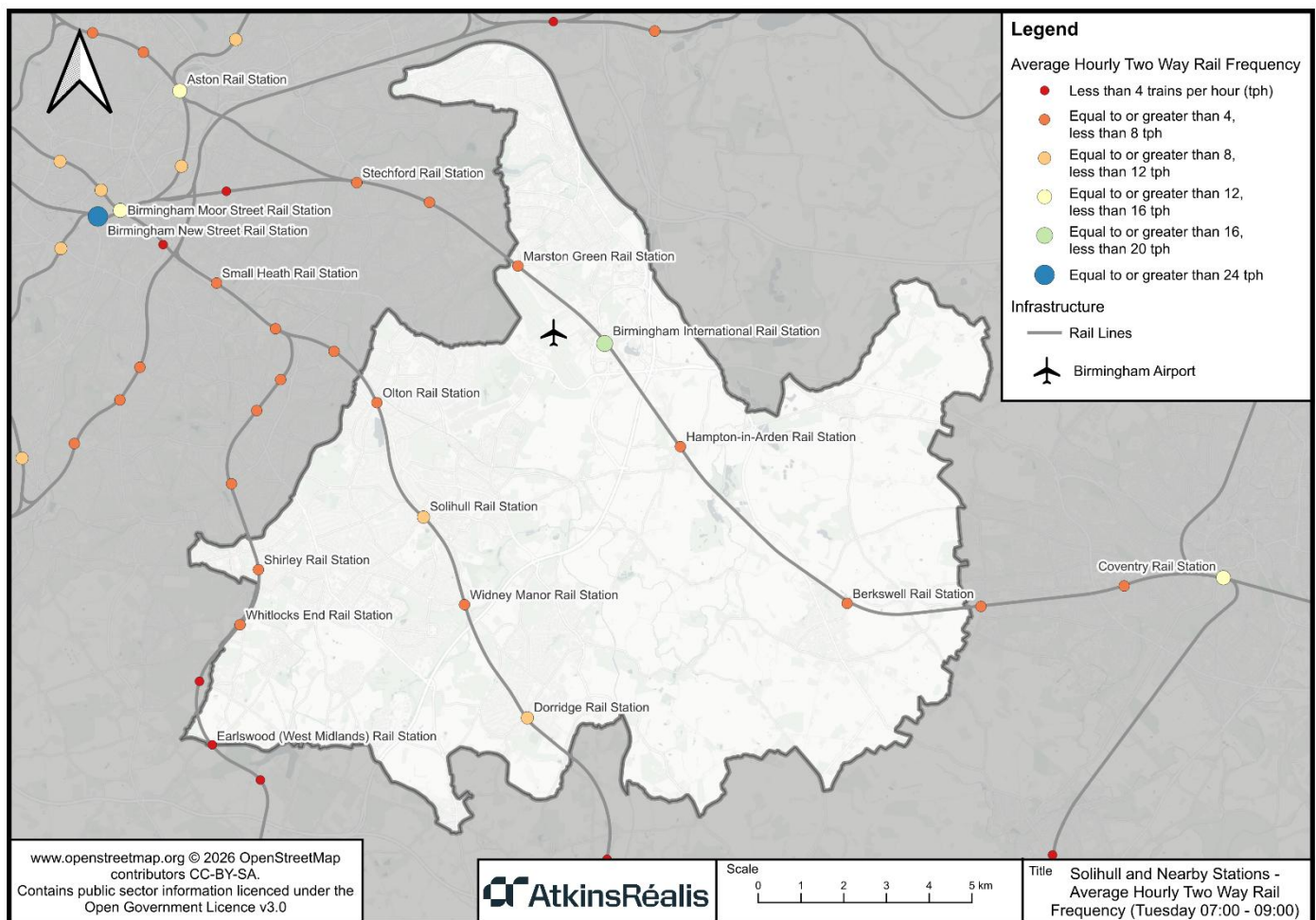
- 2.3.2. Bus service frequency is highest in western and northern areas of the Borough. Services in this area combined to provide a high frequency of bus provision between Solihull Town Centre and Birmingham City Centre, as well as between northern areas of the Borough and Birmingham City Centre. Bus frequency is considerably lower in other parts of the Borough, particularly in central and eastern areas, which are served by less frequent services, or no services at all in some areas. Bus stop frequency for the time periods of 09:00-16:00, 16:00-18:00 and 18:00-21:00 have also been analysed. Similar trends to the AM peak are observed in these time periods.
- 2.3.3. In terms of the areas of the Borough that are served by frequent bus services, only northern and western areas of the Borough have bus stops which are served by bus services with an average service frequency of 4 buses per hour or greater.

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Rail Frequency

2.3.4. Figure 2-9 displays the average hourly two-way frequencies of services at railway stations in the Borough and a selection of additional nearby stations. These maps reflect the Tuesday AM peak period (07:00-09:00) and are based on timetables as of July 2026.

Figure 2-9 - Solihull Borough and Nearby Stations Hourly Two-Way Service Frequency (Tuesday 07:00-09:00)



Source: Basemap Network Statistics Q2, 2026

2.3.5. The railway station with the greatest frequency in the Borough is Birmingham International, on the Birmingham New Street to Coventry rail corridor, with over 16 train services per hour (two-way frequency). On the Birmingham Moor Street to Warwick rail corridor, Solihull and Dorridge have frequencies of over 8 trains per hour (two-way frequency).

2.3.6. Other railway stations are mainly served by services of at least 4 trains per hour (or a train every half an hour per direction). This is generally considered an acceptable level of rail frequency but does not constitute the ideal situation of a train every 15 minutes in each direction, which is considered a 'turn-up and go' frequency.

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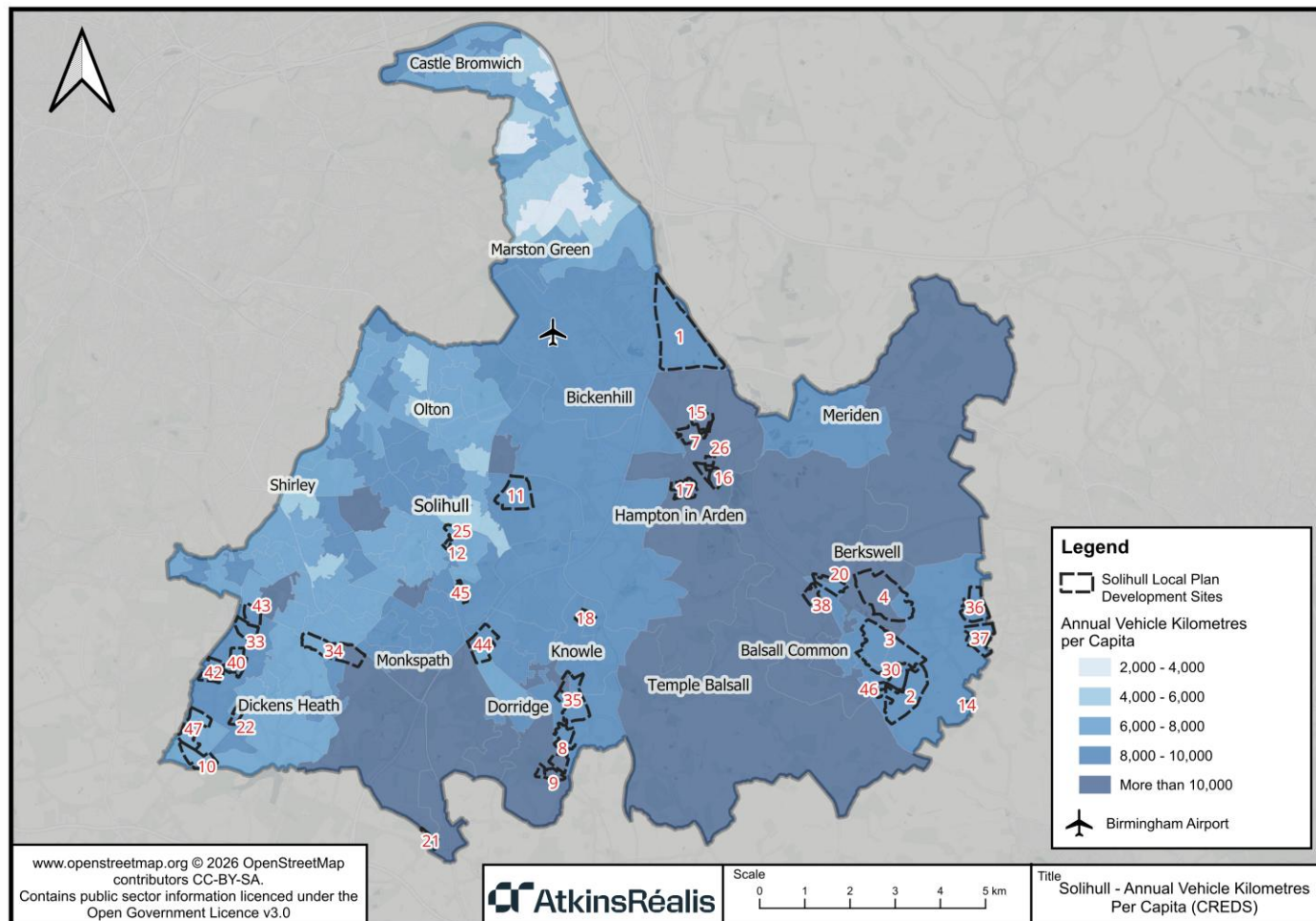
- 2.3.7. Earlswood Railway Station is the primary example of a station that has less than 4 trains per hour in total, constituting a relatively poor frequency. Neighbouring stations that are located on the edge of the Borough including Wythall and The Lakes also have low frequency. This largely reflects the fact that these areas are currently relatively rural and therefore, most services terminate at Whitlock's End, which is located on the southern edge of the Birmingham/Solihull built-up area.
- 2.3.8. In addition to the existing railway connections, a new station, Birmingham Interchange, is under construction as part of the HS2 railway line. The station is located close to the existing Birmingham International station and will be served by services to London, with a journey time of approximately 38 minutes.
- 2.3.9. In summary, proposed growth should be located close to existing high frequency rail and bus corridors. Potential growth locations that are not located in the vicinity of existing high frequency public transport corridors will require the delivery of improved public transport services, to ensure that future residents are connected to nearby trip attractors and amenities by sustainable modes.

2.4. Transport Usage

- 2.4.1. Figure 2-10 displays the annual vehicle kilometres driven per capita in the Borough, according to 2018 Centre for Research into Energy Demand Solutions (CREDS) data.

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Figure 2-10 - Annual Vehicle Kilometres Per Capita



Source: Centre for Research into Energy Demand Solutions (CREDS), 2018. Credit: This CREDS LSOA Data is made available under the Open Data Commons Attribution Licence.

- 2.4.2. Annual vehicle kilometres travelled per capita are highest within the more rural parts of the Borough, including areas south of Monkspath and between Hampton-in-Arden, Temple Balsall and Berkswell. In contrast, the lowest levels are observed in locations closest to Birmingham City Centre, particularly between Castle Bromwich and Marston Green. As would be expected, the distribution of vehicle kilometres travelled broadly reflects patterns of car ownership across the Borough (see Figure 2-3), with areas exhibiting higher levels of car ownership also tending to record higher levels of vehicle use.
- 2.4.3. In general, the potential growth locations are situated within parts of the Borough that currently experience relatively high levels of car usage. Most potential growth locations are at least partially located within areas where annual vehicle kilometres travelled exceed 10,000 km per capita.
- 2.4.4. In summary, potential growth locations within areas currently characterised by high levels of car use should be supported by convenient access to existing or enhanced high-frequency public transport services. Consideration should also be given to higher-density, mixed-use development patterns and the provision of

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high-quality walking and cycling infrastructure to reduce reliance on private vehicles and minimise the risk of future car dependency.

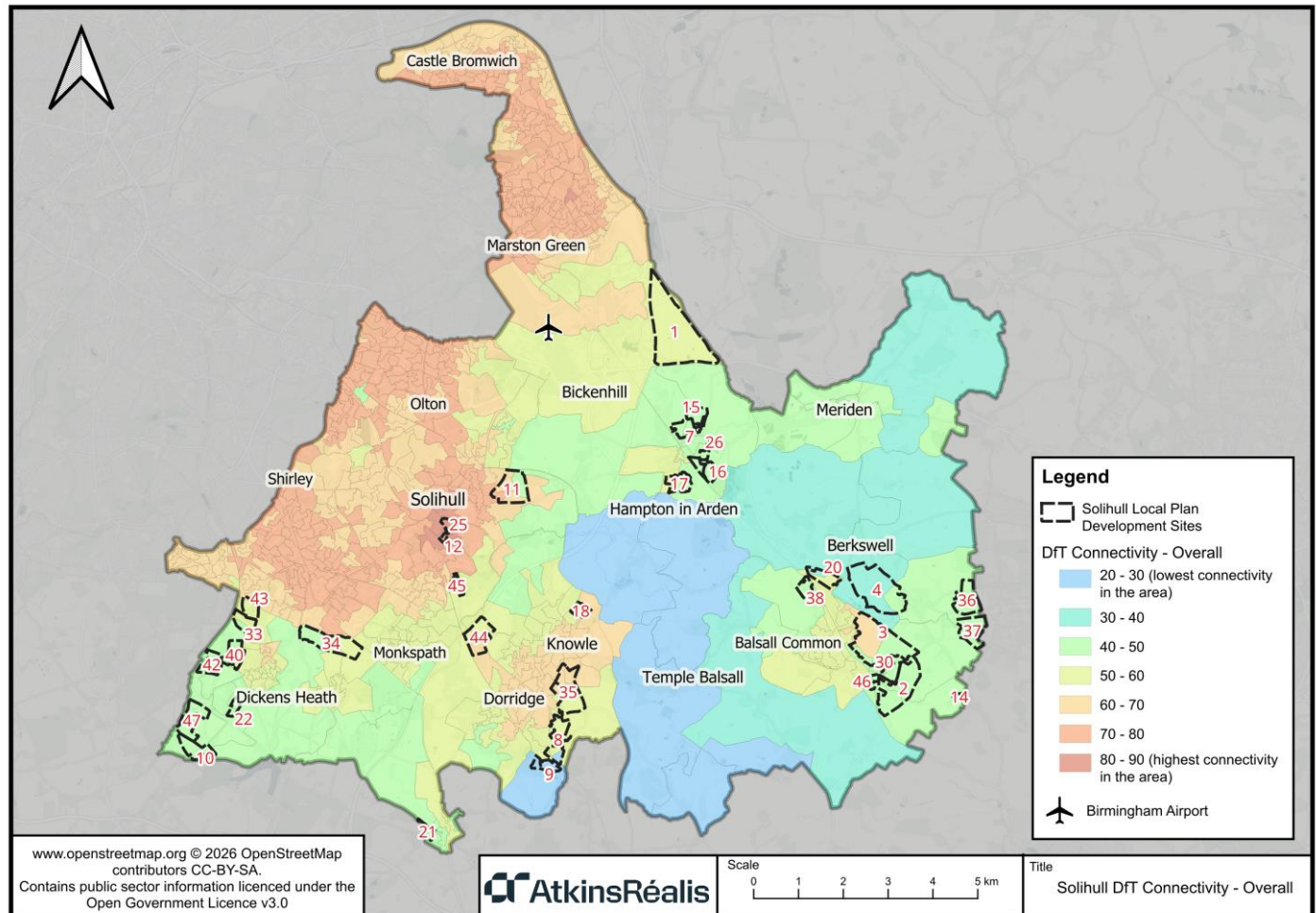
2.5. DfT Connectivity Tool

- 2.5.1. The DfT Connectivity Tool³ is an analytical resource designed to provide a consistent, comparative measure of connectivity between different places. It assesses how well locations are connected to key destinations, such as employment centres, services, and opportunities, using a range of transport modes including car, public transport, cycling, and walking. The tool draws on journey time data and service availability to reflect the relative ease with which people can access destinations in a reasonable travel time. Scores are weighted based on the number of observed journeys, the number and attractiveness of destinations, and the journey time of a trip. It takes into account public transport frequency but does not account for other transport quality metrics such as journey experience.
- 2.5.2. The overall connectivity score produced by the tool represents a composite measure of connectivity, allowing different areas to be compared on a like-for-like basis. Higher scores indicate locations with better overall access to key destinations across multiple modes, while lower scores highlight areas with more limited connectivity. These scores are used to provide an objective understanding of spatial patterns of connectivity, helping to inform decisions about the distribution of development and identify areas where connectivity constraints or opportunities for improvement exist.
- 2.5.3. A score is provided for each 100 metre square across the country, with a potential score of 1-100, where 100 is the best possible connectivity in the country. The scores show a percentage of this best connectivity, so a score of 90% is considered to have 90% of the connectivity of the best connected area in the country. This means scores cannot be compared across mode and destination type and are only meant to be used for spatial comparisons. All scores have been presented as the national score, so not all connectivity scores are visible in Solihull. The public transport element of the score is based on Q4 2024 and Q1 2025 timetables.
- 2.5.4. Figure 2-11 displays the overall DfT connectivity score for the Borough (by all sustainable modes). Overall connectivity scores are highest in the northern and western areas of the Borough and, as a general rule, scores decrease as the distance to Birmingham City Centre increases. The best connected parts of the Borough (scores of 80-90) are found in Solihull Town Centre itself.

³ [Connectivity Tool - GOV.UK](#)

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Figure 2-11 - Solihull Borough Overall Connectivity (All Sustainable Modes)

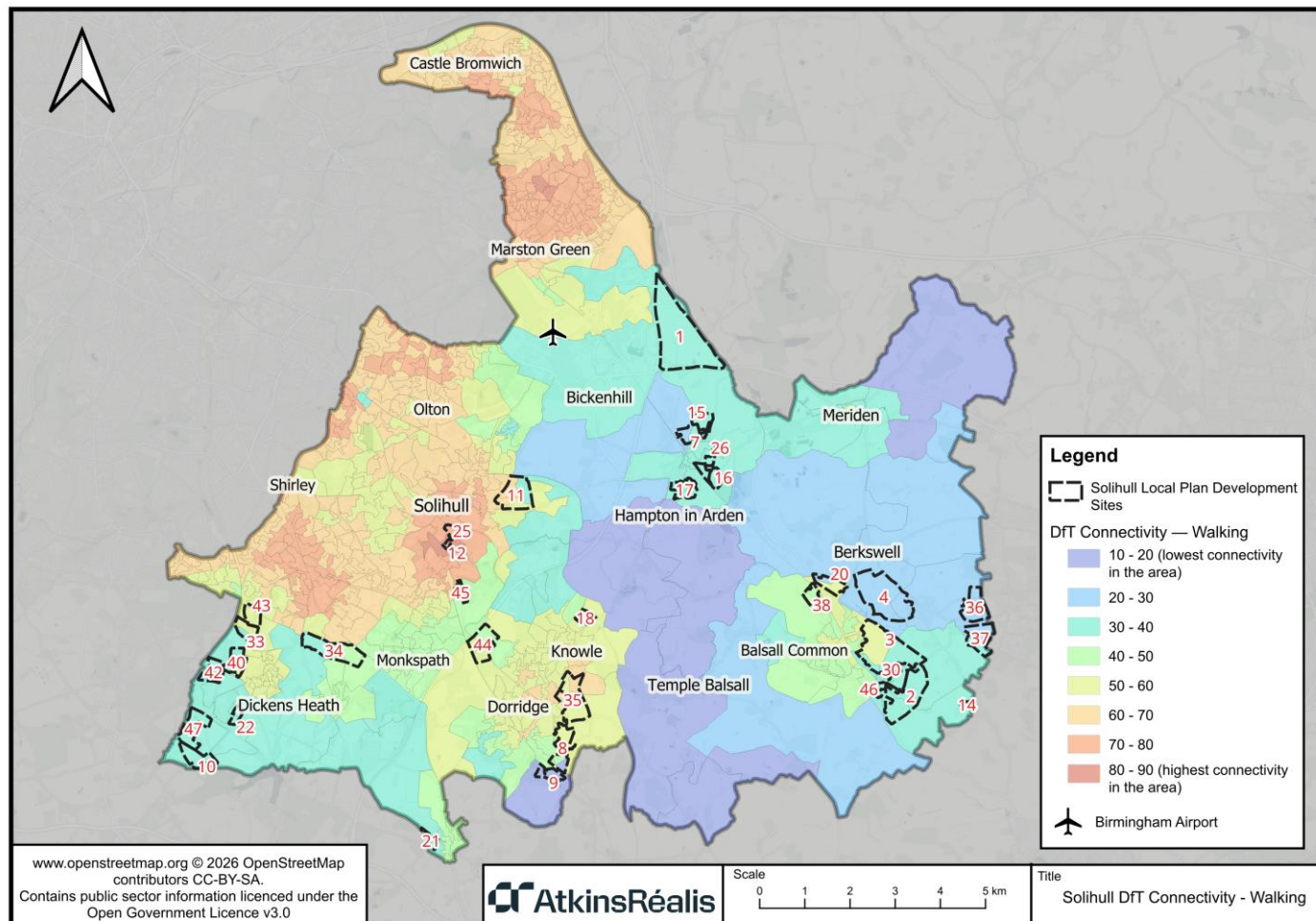


Source: DfT Connectivity Score, 2025

- 2.5.5. The lowest levels of public transport connectivity (scores of 20-30) are generally found within the more rural parts of the Borough, particularly between Hampton-in-Arden and Temple Balsall. Whilst connectivity varies across the potential growth locations, a number are situated within areas that perform relatively poorly when compared at both national and local authority levels. The principal exceptions are the Mell Square (25) and Eastgate (12) potential growth locations, which benefit from very high levels of connectivity.
- 2.5.6. Overall, the majority of potential growth locations are situated within areas that exhibit average to good public transport connectivity. The strongest-performing locations include Mell Square (25) and Eastgate (12), while potential growth locations south of Solihull Town Centre and around Dorridge and Knowle also perform well. The lowest-performing locations are concentrated in the south-west of the Borough, particularly around Dickens Heath, together with a small number of potential growth locations in the Berkswell and Hampton-in-Arden areas.
- 2.5.7. Figure 2-12 to Figure 2-15 present the DfT connectivity scores for walking, cycling, public transport and car.

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Figure 2-12 - Solihull Borough Connectivity - Walking

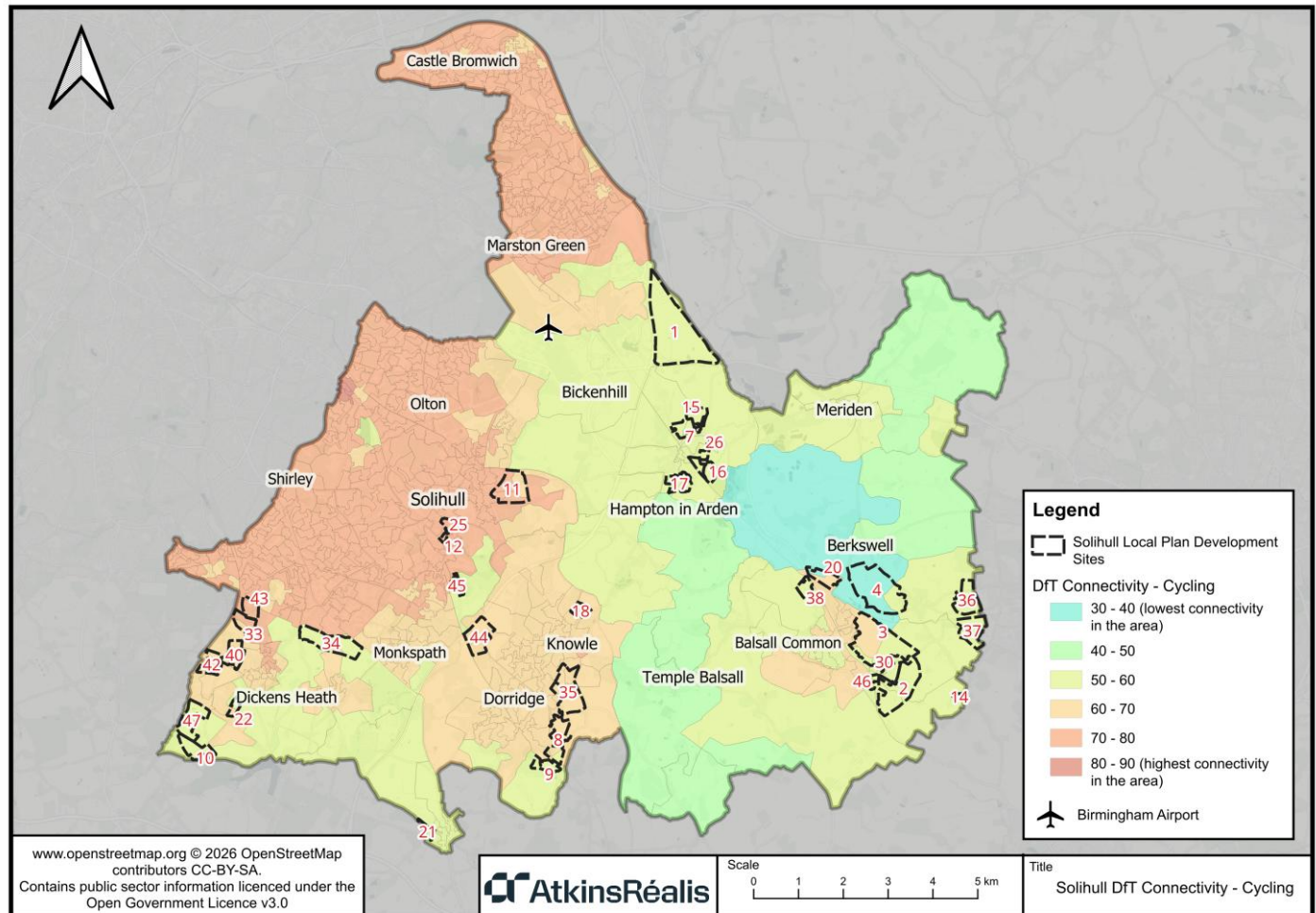


Source: DfT Connectivity Score, 2025

- 2.5.8. Walking connectivity scores are highest in the northern and western areas of the Borough and, as a general rule, scores decrease as the distance to Birmingham City Centre increases. The best connected parts of the Borough by walking (scores of 80-90) are located in Solihull Town Centre, between Castle Bromwich and Marston Green, just south of Shirley and just north of Olton.
- 2.5.9. The worst connected parts of the Borough (scores of 20-30) are located in the more rural areas between Hampton-in-Arden and Temple Balsall, as well as to the north-east of Meriden. In terms of the potential growth locations, most are currently located in areas that have relatively poor walking connectivity, at both a national and local authority level. The main exception to this is the Mell Square (25) and Eastgate (12) potential growth locations, which have very good connectivity.

TECHNICAL NOTE

Figure 2-13 - Solihull Borough Connectivity – Cycling

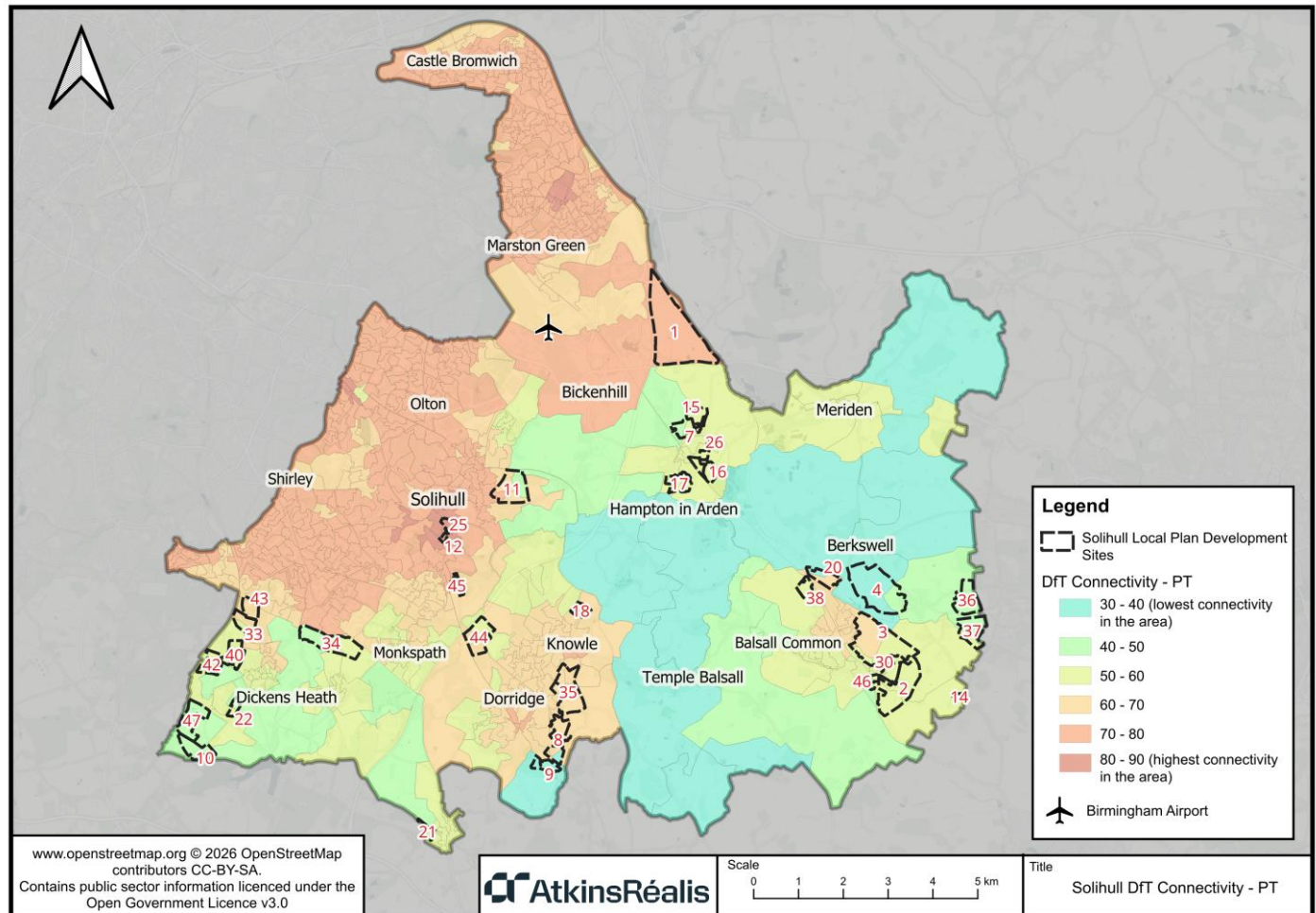


Source: DfT Connectivity Score, 2025

- 2.5.10. Cycling connectivity scores are highest in the northern and western areas of the Borough and, as a general rule, scores decrease as the distance to Birmingham City Centre increases. The best connected parts of the Borough by cycling (scores of 80-90) are located in Solihull Town Centre and in neighbouring areas including Olton and Shirley, as well as between Castle Bromwich and Marston Green. The worst connected parts of the Borough are located in the more rural areas of Berkswell (scores of 20-30) and between Hampton-in-Arden and Temple Balsall, as well as to the north-east of Meriden (scores of 40-50).
- 2.5.11. In terms of the potential growth locations, most are currently located in areas that have average to good cycling connectivity, at both a national and local authority level. In particular, Mell Square (25) and Eastgate (12) have the best connectivity but most locations in the south-west of the Borough have cycle connectivity scores of over 60. The poor performing potential growth locations are clustered around Hampton-in-Arden. Arden Cross (1) also scores poorly. Potential growth locations around Balsall Common and Berkswell have a mixed picture of connectivity, with those located closer to Berkswell having very poor cycling connectivity, whilst those located further east, towards Coventry, have better cycling connectivity.

TECHNICAL NOTE

Figure 2-14 - Solihull Borough Connectivity – Public Transport

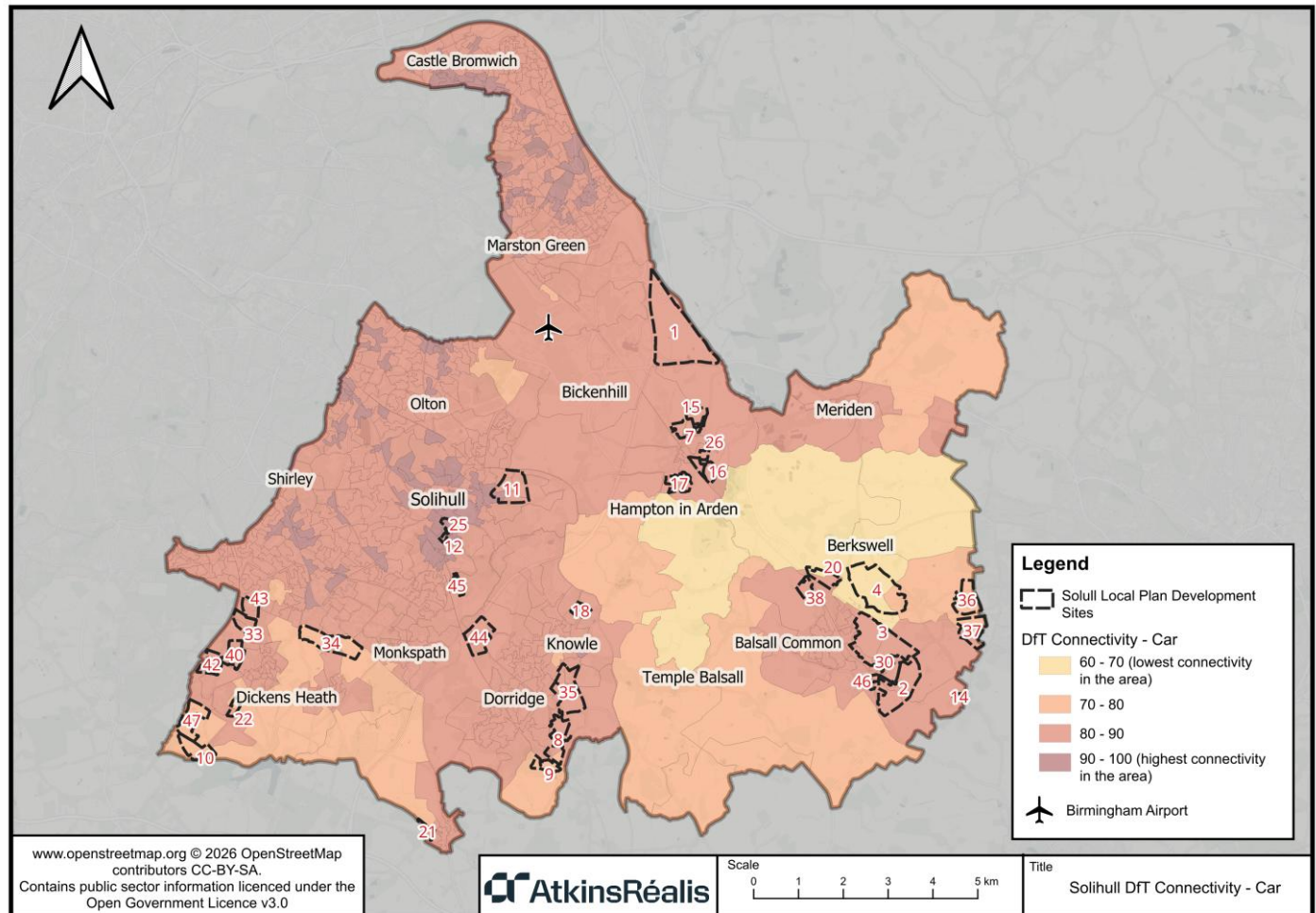


Source: DfT Connectivity Score, 2025

- 2.5.12. Public transport connectivity scores are highest in the northern and western areas of the Borough and, as a general rule, scores decrease as the distance to Birmingham City Centre increases. The best connected parts of the Borough by public transport (scores of 80-90) are located in Solihull Town Centre. The worst connected parts of the Borough are located in the more rural areas of Berkswell, between Hampton-in-Arden and Temple Balsall, as well as to the north-east of Meriden (scores of 30-40).
- 2.5.13. In terms of the potential growth locations, most are currently located in areas that have average to good public transport connectivity at both a national and local authority level. In particular, Mell Square (25) and Eastgate (12) have the best connectivity. Potential growth locations located to the south of Solihull Town Centre and around Dorridge and Knowle also benefit from relatively good public transport connectivity. The poor performing potential growth locations are clustered in the south-west of the Borough, close to Dickens Heath, as well as a small number of locations in the Berkswell and Hampton-in-Arden area.

TECHNICAL NOTE

Figure 2-15 - Solihull Borough Connectivity - Car



Source: DfT Connectivity Score, 2025

- 2.5.14. Car connectivity scores highly across a larger proportion of the Borough relative to other transport modes. The best connected parts of the Borough (scores of 90-100) are located in proximity to Solihull Town Centre and between Castle Bromwich and Marston Green. The lowest connectivity in the Borough is displayed in the more rural area of Berkswell, between Hampton-in-Arden and Temple Balsall (scores of 60-70).
- 2.5.15. Overall, connectivity is strongest in the northern and western parts of the Borough, broadly reflecting the more urbanised nature of these areas and the concentration of existing transport infrastructure. Mell Square (25) and Eastgate (12) are the best-performing potential growth locations, demonstrating strong connectivity by both sustainable transport modes and private car.
- 2.5.16. Walking and public transport connectivity are generally weakest for potential growth locations in the rural east of the Borough, as well as some locations in the south-west, highlighting a greater risk of car dependency in these areas. In locations such as Balsall Common, cycling connectivity is comparatively stronger than walking connectivity, suggesting that targeted investment in cycling infrastructure could play an important role in improving access to local services, employment opportunities and other key destinations.

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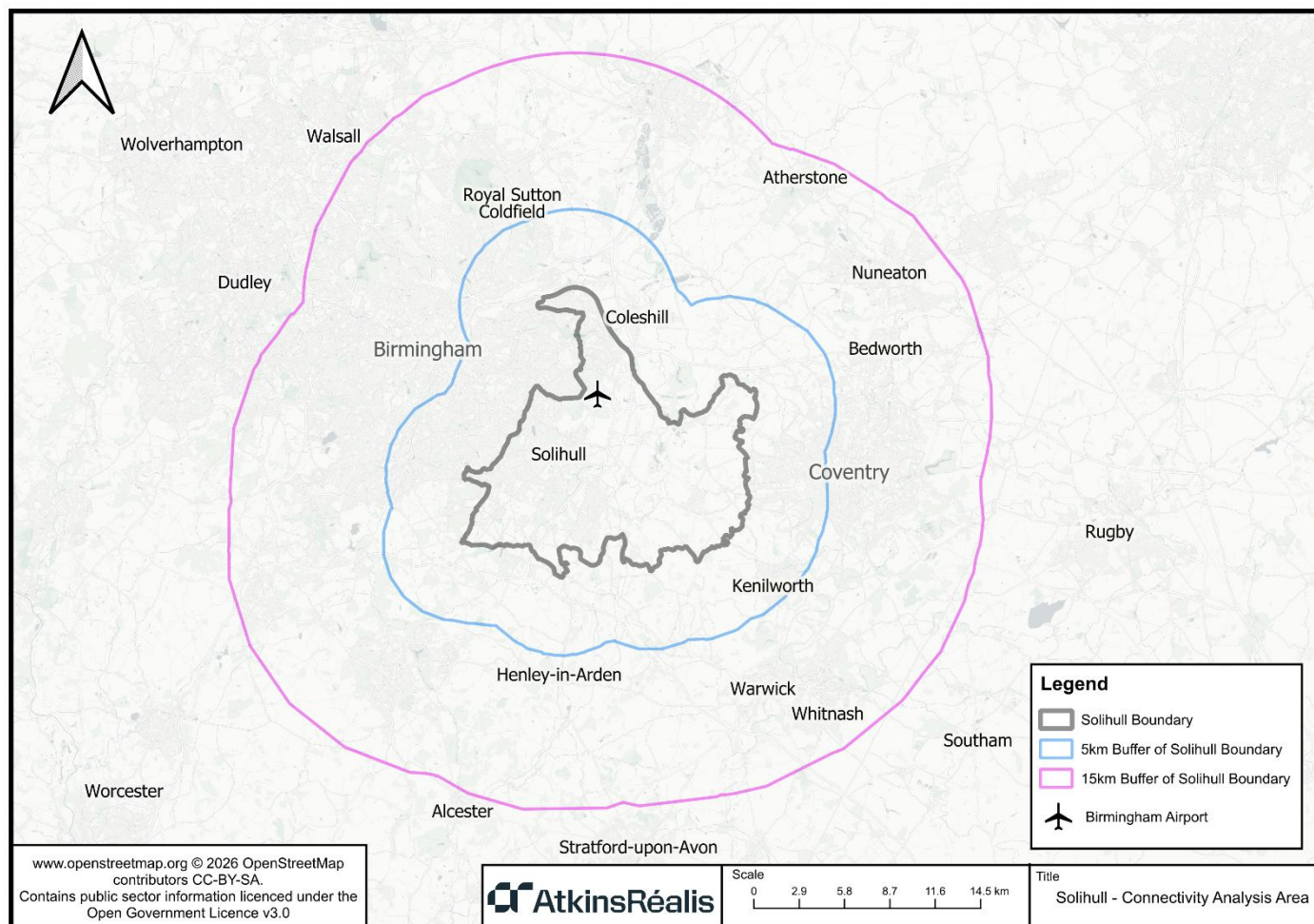
- 2.5.17. Transport interventions will be particularly important for potential growth locations around Hampton-in-Arden, Berkswell and Balsall Common. In these areas, improvements to active travel and public transport connectivity should be prioritised to ensure new development is supported by realistic and attractive alternatives to private car travel and to minimise the risk of future car dependency.

3. TRACC Analysis Methodology

3.1. Introduction

- 3.1.1. While the DfT Connectivity Score provides a metric to assess connectivity, it does not explain the drivers behind a given location's score. Consequently, a more detailed and bespoke assessment of connectivity has been undertaken using TRACC.
- 3.1.2. TRACC is a multi-modal transport planning software which produces accurate travel times and distances for active travel and public transport modes. The software allows users to specify selected origin and destination points, providing detailed journey time information which can be used for comparative assessment purposes including detailed and accurate multi-modal trips using a combination of public transport services and walking to reflect real-world journeys.
- 3.1.3. TRACC has been used to better understand connectivity from the potential growth locations by walking, cycling, public transport and car.
- 3.1.4. The connectivity analysis undertaken is focused on the potential growth locations. However, to ensure that connectivity to key trip attractors outside of the local authority is considered as part of the analysis, connectivity has been assessed beyond the Solihull Borough. The Solihull Borough area is presented in Figure 3-1, alongside 5km and 15km buffers which have been used as a catchment for aspects of the analysis, as will be referenced within this section.

Figure 3-1 - Connectivity Analysis Area



3.2. TRACC Inputs

3.2.1. The connectivity analysis undertaken within TRACC has utilised the following datasets:

Road Network

3.2.2. The Ordnance Survey Multi-Modal Routing Network (OS MRN) was provided by SMBC, covering an area that extended 15km from the Borough boundary. Checks on this road network were performed in order to ensure that speeds were appropriately assigned to each link type (as an example, motorway links were assigned a walk speed of 0km/h, as they are inaccessible for walking journeys) and that the network was reflective of the real life network at key areas. A number of additional links were added to the road network to ensure accessibility to railway stations and hospitals was captured accurately within the TRACC calculations.

Public Transport Network

3.2.3. A public transport network representative of Q2 2026 was obtained from Basemap's DataCutter tool, covering an area extending 15 km beyond the Solihull Borough boundary.

- 3.2.4. The following quality assurance checks were undertaken to verify the accuracy of the public transport network:
- A review using TRACC's built-in validation tools to identify potential anomalies, such as implausibly short journey times;
 - A high-level comparison of modelled journey times against those reported by Google Maps;
 - A high-level comparison of bus service frequencies against data from bustimes.org and operator timetables; and
 - A high-level comparison of rail service frequencies against published timetable information available through Real Time Trains.
- 3.2.5. These checks provided confidence that the public transport network and resulting model outputs were suitably representative for the purposes of the connectivity assessment.

Origins

- 3.2.6. The following origins were used to inform the analysis, depending on the mode of transport being considered and the objectives of the calculation being conducted:
- 100m grid covering the Borough – used for walking and cycling connectivity; and
 - 200m grid covering the Borough - used for public transport connectivity.

Destinations

- 3.2.7. A number of destinations, reflective of key local and strategic amenities and services, were used within the analysis. A summary of these destinations, alongside the datasets from which they were sourced, is presented in Table 3-1. The datasets represent the latest available information as of July 2026.
- 3.2.8. As detailed in the table, the 5km and 15km buffers of the Borough were used, depending on the destination type. All destination types were cross-checked against Google Maps.

Table 3-1 - Destinations Summary

Destination Type	Category	Geography	Data Source	Notes
Primary schools	Local	5km buffer	Ministry of Housing, Local Government and Communities ⁴	Private schools not included
Secondary schools	Local and strategic	5km buffer	Ministry of Housing, Local Government and Communities	Private schools not included
Further education	Strategic	5km buffer	Ministry of Housing, Local Government and Communities	Further education provision only (secondary schools with associated further education included within secondary schools destination type)
Higher education	Strategic	15km buffer	Ministry of Housing, Local Government and Communities	None
Hospitals	Strategic	15km buffer	OpenStreetMap Points of Interest Data (via DataCutter)	Manually edited to include major hospital sites only
GPs	Local	5km buffer	NHS England ⁵	Manually edited to ensure accurate locations
Employment centres	Local and strategic	15km buffer	Produced manually utilising 2011 ONS commuter data ⁶ and Business Register and Employment Survey 2024 data ⁷	Sites that indicated 2,500+ jobs within BRES 2024 data included for the Borough. Sites that indicated 5,000+ jobs within BRES 2024 included outside of the Borough.
Retail centres	Strategic	15km buffer	Geographic Data Service ⁸	None
Traditional supermarkets	Local and strategic	5km buffer	Geolytix retail points - June ⁹ 2025	Categorised by size band (15,069 ft ² <)
Small supermarkets	Local	5km buffer	Geolytix retail points – June 2025	Categorised by size band (3,013 < 15,069 ft ²)
Convenience supermarkets	Local	5km buffer	Geolytix retail points – June 2025	Categorised by size band (< 3,013 ft ²)
Sports and leisure facilities	Local and strategic	5km buffer	Sport England ¹⁰	None

⁴ [Educational establishment Dataset | Planning Data](#)

⁵ [GP and GP practice related data - NHS England Digital](#), [Solihull: NHS Birmingham and Solihull](#)

⁶ [Location of usual residence and place of work by method of travel to work - Nomis - Official Census and Labour Market Statistics](#)

⁷ [Business Register and Employment Survey: open access - Nomis - Official Census and Labour Market Statistics](#)

⁸ [Retail Centre Boundaries - Dataset - Geographic Data Service](#)

⁹ [Supermarket Retail Points](#)

¹⁰ [Sport England | Active Places Power](#)

Destination Type	Category	Geography	Data Source	Notes
Greenspace sites	Local	5km buffer	Ordnance Survey Open Green Spaces ¹¹	Based on the nearest greenspace access point for each individual greenspace area to avoid double counting
Bus stops	Local and strategic	15km buffer	TRACC PT Stats	None
Railway stations	Local and strategic	15km buffer	TRACC PT Stats	None

3.3. TRACC and the Connectivity Tool

- 3.3.1. The TRACC analysis aims to complement the DfT Connectivity Tool by providing additional insight into the reasons why a potential growth location records a poor connectivity score and providing a comparable metric for connectivity. The DfT Connectivity Tool provides a high-level metric that enables connectivity to be understood and compared across locations. Scores are expressed as a percentage of the best connectivity observed in England and Wales and are disaggregated by mode and destination type.
- 3.3.2. While the Connectivity Tool is effective at identifying areas with relatively poor access to services, it offers limited explanation as to what drives those scores in practical terms. For example, a low education connectivity score indicates poor access to education facilities but does not identify the specific cause of that poor connectivity, such as the absence of a nearby primary school.
- 3.3.3. This supplementary analysis therefore seeks to identify the underlying factors contributing to poor connectivity, helping to inform whether improvements to transport provision or the provision of additional amenities and trip attractors may be required. It also aims to make the connectivity analysis more accessible to non-technical audiences, by presenting the actual number of destinations of each type that can be accessed via sustainable modes within a given maximum journey time. The analysis has been undertaken using TRACC software, with walking distances calculated using the OpenStreetMap MRN road network.
- 3.3.4. Additionally, the TRACC analysis reflects public transport timetables as of Q2 2026, reflecting a more up-to-date transport network than that used in the DfT connectivity tool.

¹¹ [OS Open Greenspace](#)

4. TRACC Connectivity Analysis

4.1. Introduction

- 4.1.1. This section provides journey time information and quantifies the number of amenities that are accessible to the potential growth locations, by each of the individual sustainable transport modes. This provides a comparison between the potential growth locations and the rest of the Borough and also allows for comparison with the DfT Connectivity Tool scores.

4.2. Active Travel - Walking

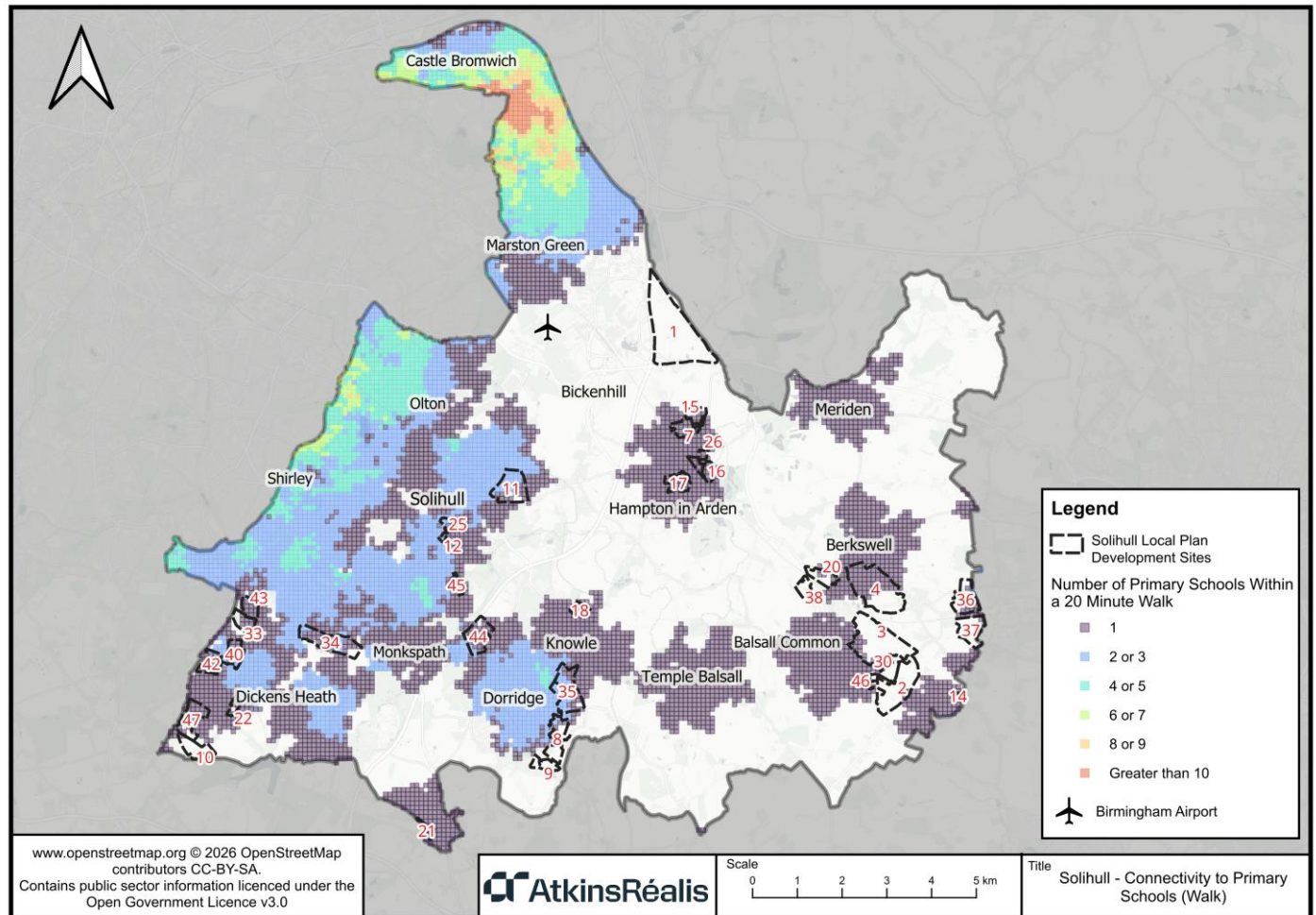
- 4.2.1. The active travel analysis presented within this section covers 13 of the destination types introduced in Section 3.2. The destination types which are not discussed in this section are bus stops and railway stations, as they are considered in Section 4.4, which assesses connectivity by public transport.
- 4.2.2. The analysis presented within this section considers connectivity to amenities by the mode of walking from origin points within the Borough. The walking analysis undertaken seeks to investigate connectivity to destination types within a 20-minute walk across the Borough.
- 4.2.3. A journey time of 20 minutes (based on a walk speed of 4.8km/h) has been determined based on the guidance presented within the DfT's Manual for Streets¹². The guidance states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m). However, it also references a distance of 2km as an upper limit to walkable 'short trips'. Additionally, there is likely to be a range of accepted distances that vary by user and type and quality of amenity, with the National Travel Survey stating that 81% of trips under 1 mile are walked, suggesting that walking up to 1.6km could be acceptable for most users.
- 4.2.4. Therefore, a walking journey of 20 minutes (1.6km) acts as a measure within the distances outlined within the guidance but does not rule out walking further to amenities. It also helps to account for any additional distance required for an initial connection to the road network within TRACC.
- 4.2.5. The analysis within this section seeks to present an overall picture of walking connectivity within the Borough by considering connectivity to amenities within a 20-minute walk. An origin grid with points every 100m across the Borough has been utilised.
- 4.2.6. As walking is primarily a mode for local trips, only connectivity to the destinations defined as 'local' within Table 3-1, have been presented. Table 4-1 presents a summary of the findings for each destination type. Figure 4-1 to Figure 4-9 display the number of these destination types accessible from each origin within a 20-minute walk.

¹² [DfT Manual for Streets](#)

Table 4-1 - Walking Connectivity Observations

Destination Type	Walking Connectivity
Primary schools	- Best in the northern areas of Solihull Borough between Castle Bromwich and Marston Green, as well as to the west of Solihull Town Centre. - Limited in the eastern areas of the Borough, with several settlements displaying connectivity to only one school.
Secondary schools	- Best in the northern areas of the Borough between Castle Bromwich and Marston Green, as well as to the south of Solihull Town Centre. - Limited in much of the central and eastern areas of the Borough.
Further education	Only achieved within Solihull Town Centre and in the northern areas of the Borough between Castle Bromwich and Marston Green.
Higher education	None achieved.
Hospitals	Achieved to Solihull Hospital only, which is located near the Town Centre.
GPs	- Best in the northern and western areas of the Borough, particularly to the north of Olton. - Limited in the eastern areas of the Borough, with several settlements displaying connectivity to only one GP.
Employment centres	- Best in Solihull Town Centre and at the NEC / Birmingham Airport. - Not achieved for most other areas of the Borough.
Retail centres	- Best in the northern and western areas of the Borough, particularly in Castle Bromwich, to the north of Olton and to the west of Solihull Town Centre. - Not achieved in most central areas of the Borough
Traditional supermarkets	- Best in Solihull Town Centre, north of Olton and south of Shirley. - Not achieved within eastern areas of the Borough.
Small supermarkets	- Best in the northern and western areas of the Borough, particularly in Castle Bromwich, to the north of Olton and to the south of Shirley. - Not achieved within most eastern areas of the Borough, with the exception of Balsall Common.
Convenience supermarkets	- Best in the northern and western areas of the Borough, particularly in Castle Bromwich, to the north-west of Olton and to north of Solihull Town Centre. - Relatively good levels of connectivity in the eastern areas of Meriden and Balsall Common.
Sports and leisure facilities	- Best in the northern areas of the Borough between Castle Bromwich and Marston Green, as well as to the south-west of Solihull Town Centre and north of Olton. - Achieved across much of the Borough, including eastern areas of Meriden and Balsall Common.
Greenspace sites	- Best in between Castle Bromwich and Marston Green, as well as within Solihull Town Centre, Dorridge and close to Shirley and Olton. - Mixed picture in terms of connectivity in eastern areas of the Borough.

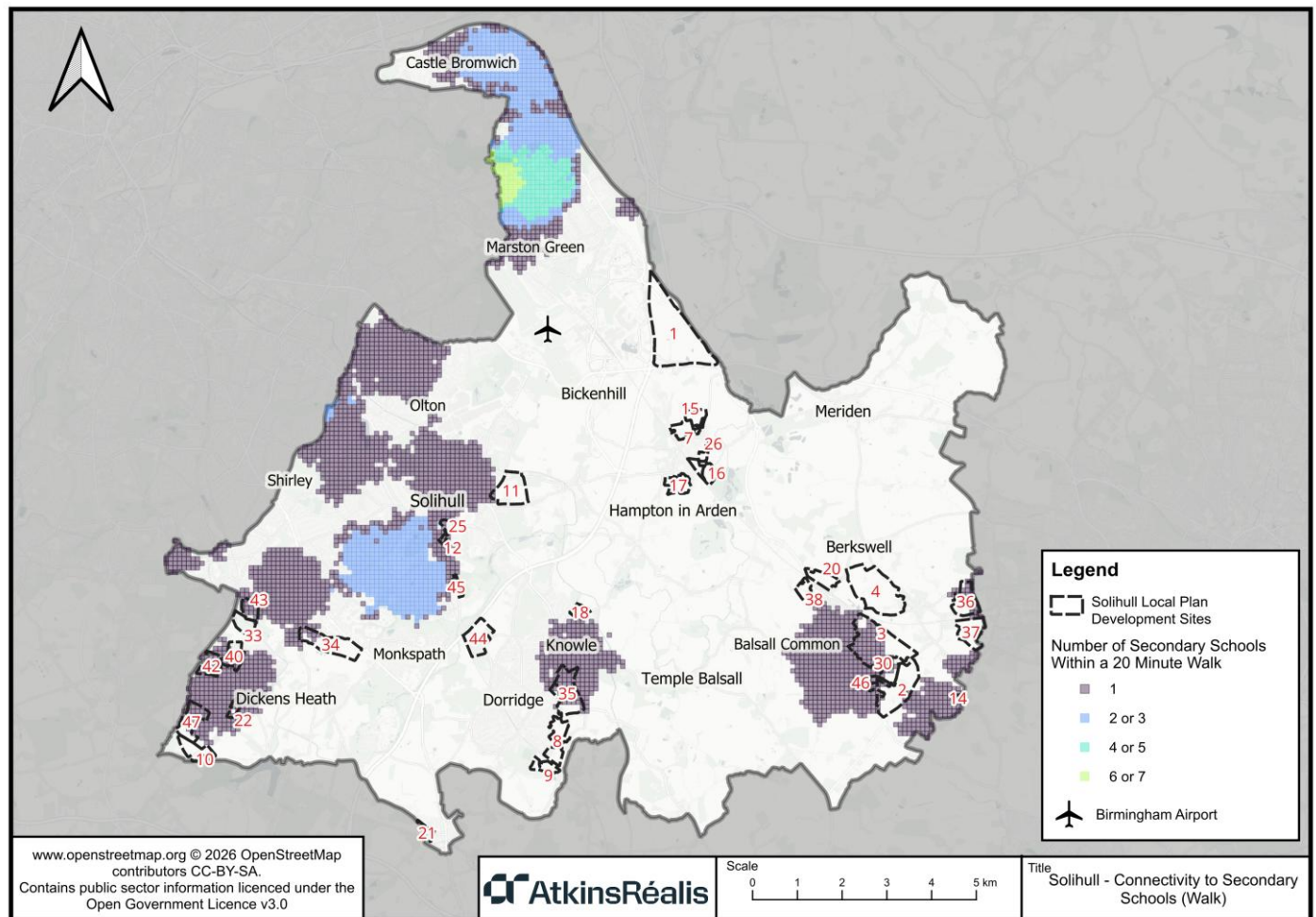
Figure 4-1 - Connectivity to Primary Schools (Walking)



4.2.7. Walking connectivity from the potential growth locations to primary schools is as follows:

- Most of the potential growth locations are within a 20-minute walk of at least one primary school;
- A small number of locations are within a 20-minute walk of more than one primary school;
- The majority of potential growth locations in the vicinity of Berkswell and Balsall Common are not within a 20-minute walk of a primary school, nor is Arden Cross (1); and
- The Earlswood Catchment (10), located in the south-west of the Borough, is not within a 20-minute walk of a primary school.

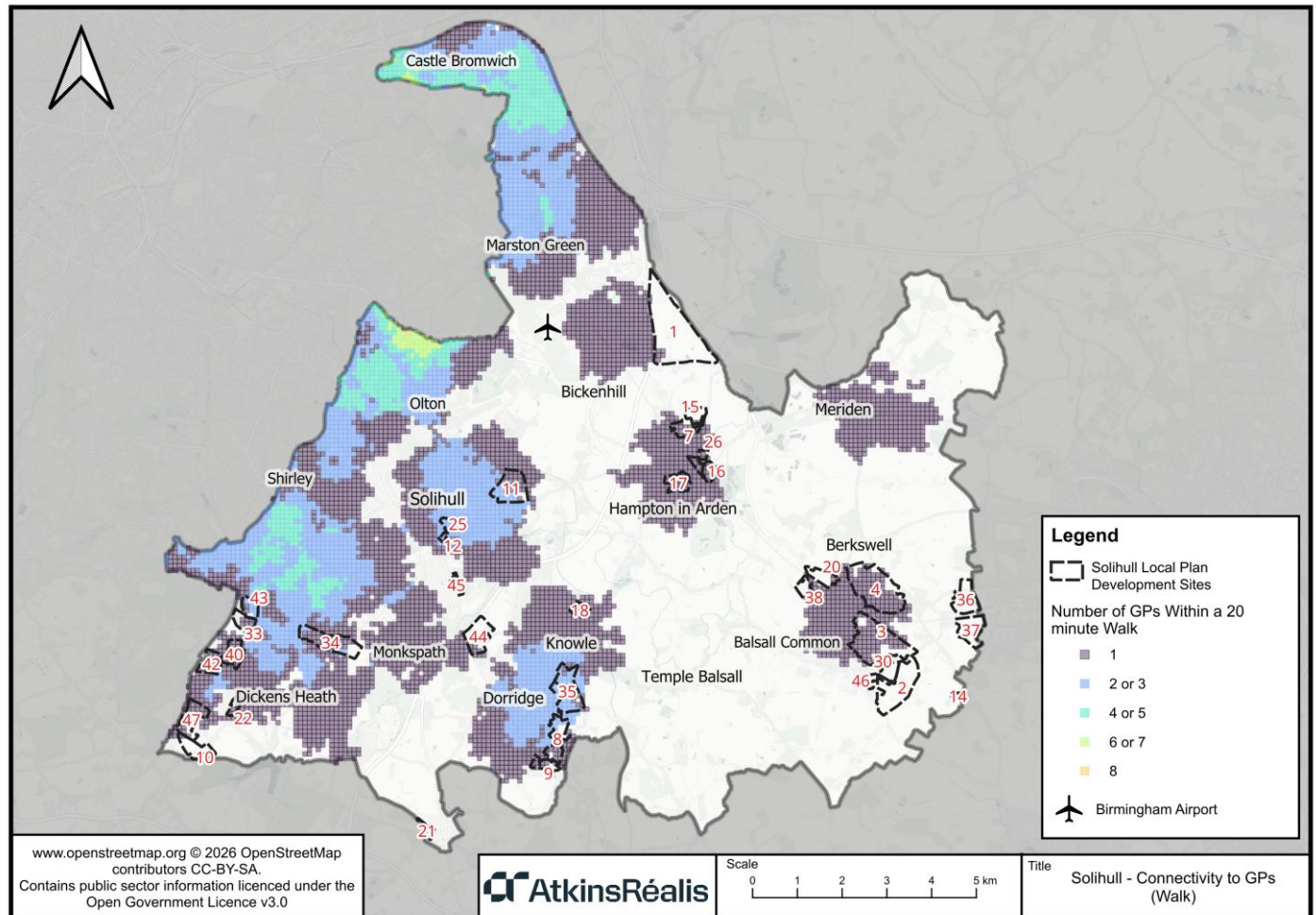
Figure 4-2 - Connectivity to Secondary Schools (Walking)



4.2.8. Walking connectivity from the potential growth locations to secondary schools is as follows:

- A large proportion of potential growth locations have no secondary schools located within a 20-minute walk;
- Access to secondary schools is particularly poor for the 6 potential growth locations within Hampton-in-Arden and Arden Cross (1);
- Areas to the west and south-west of the Borough enjoy the greatest access to secondary schools;
- Potential growth locations to the south of the Borough including Dorridge Catchment A (8), Dorridge Catchment B (9) and Land South of School Lane (21) are not located within a 20-minute walk of a secondary school.

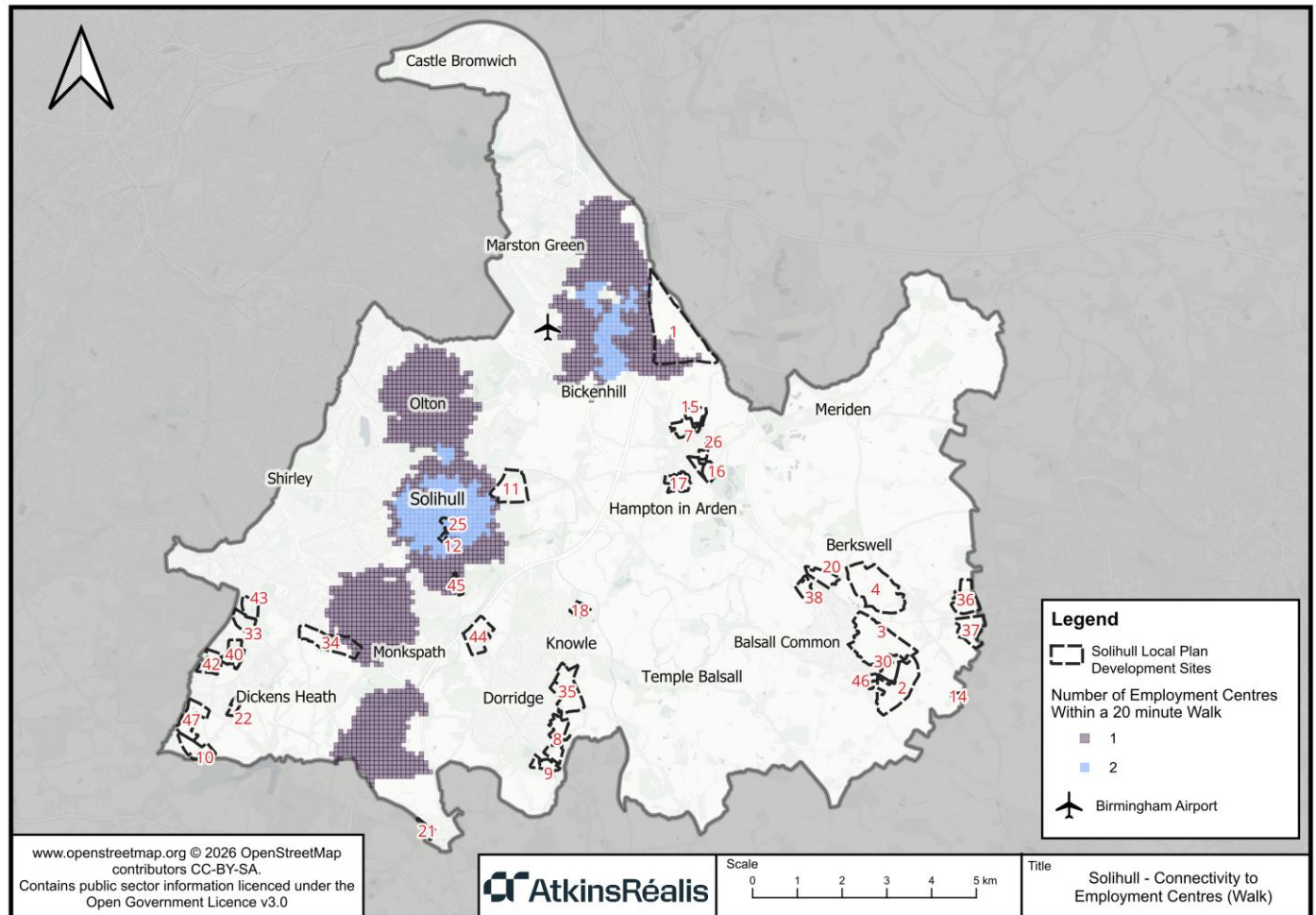
Figure 4-3 - Connectivity to GPs (Walking)



4.2.9. Walking connectivity from the potential growth locations to GPs is as follows:

- The majority of the potential growth locations are within a 20-minute walk of at least one GP;
- A small number of potential growth locations have access to more than one GP. This includes locations in the vicinity of Solihull Town Centre and those in Knowle and Dorridge.
- There is no connectivity to a GP for either Tile Hill potential growth locations (36 and 37), Land South of School Lane (21) and Arden Cross (1). Locations to the south-east of Balsall Common are also not within a 20-minute walk of a GP.

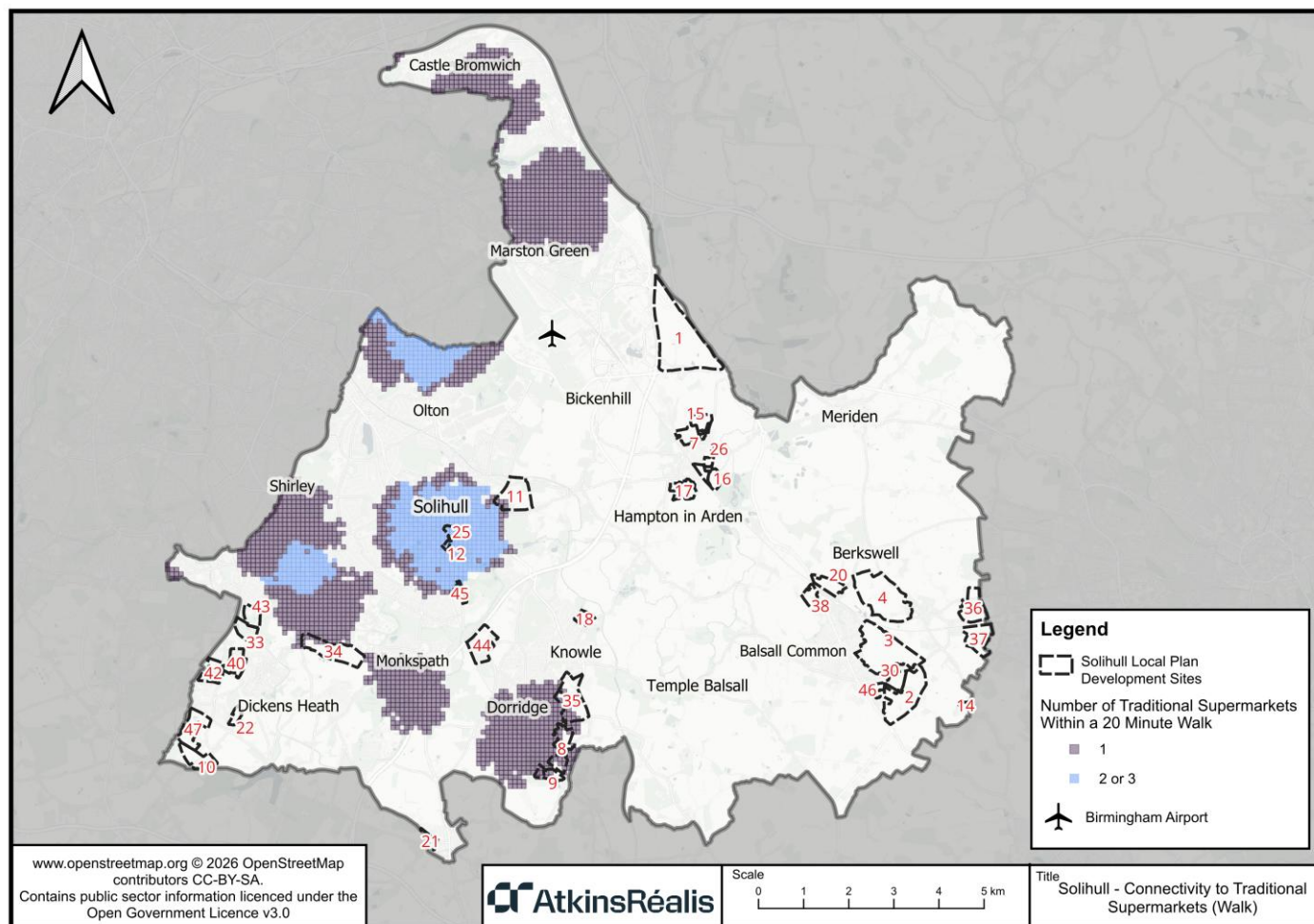
Figure 4-4 - Connectivity to Employment Centres (Walk)



4.2.10. Walking connectivity from the potential growth locations to employment centres is as follows:

- Very few potential growth locations are located within a 20-minute walk of an employment centre. The exceptions to this are Mell Square (25), Eastgate (12), Widney Manor Road (45) and parts of Arden Cross (1);
- Potential growth locations located to the east and south-west of the Borough are particularly isolated from employment centres.

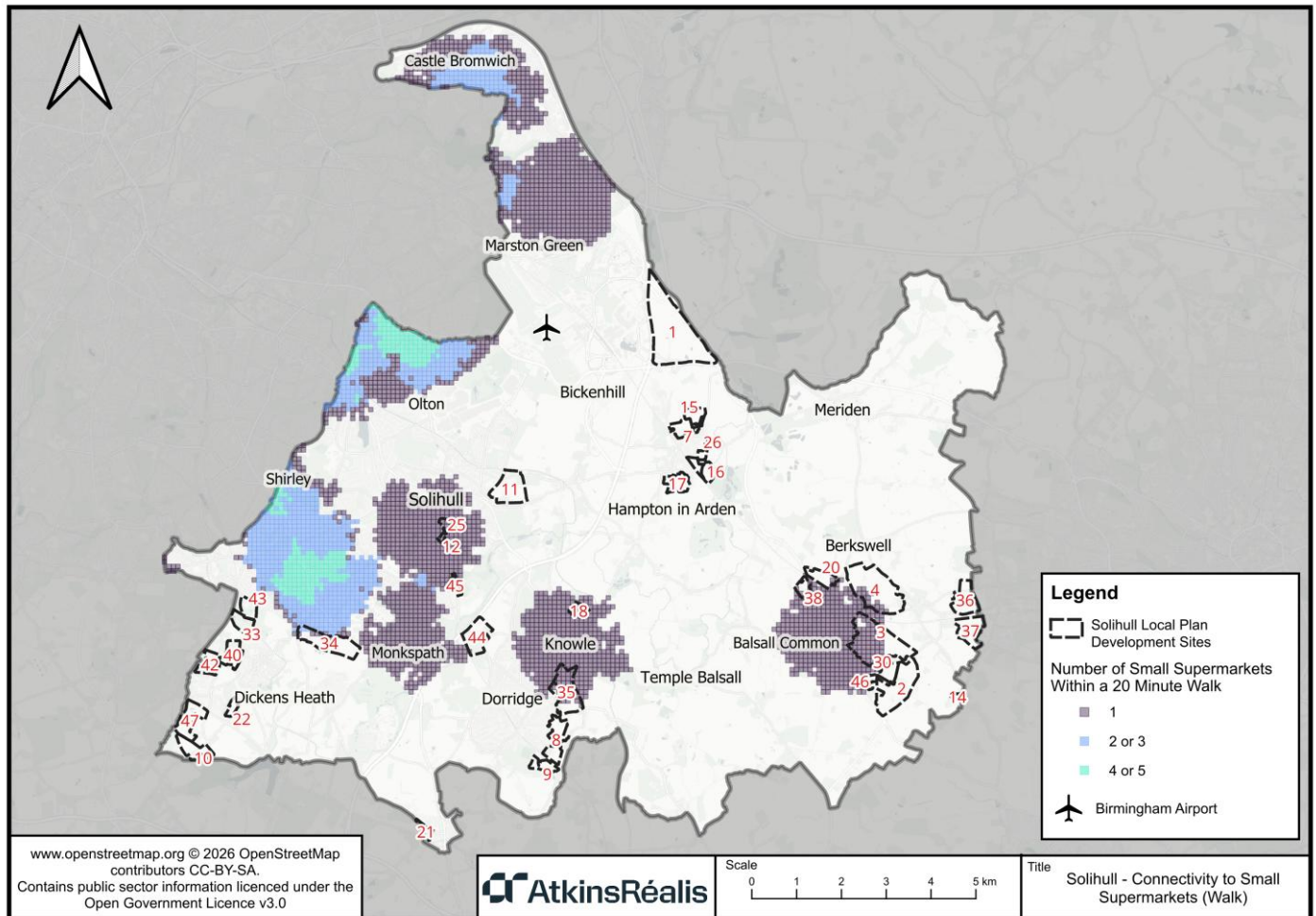
Figure 4-5 - Connectivity to Traditional Supermarkets (Walk)



4.2.11. Walking connectivity from the potential growth locations to traditional supermarkets is as follows. As set out in Table 3-1, a traditional supermarket is categorised as one over 15,069 ft² in size:

- The majority of the potential growth locations are not located within a 20-minute walk of a traditional supermarket;
- The exception for this is Mell Square (25) and Eastgate (12), as well as some of the potential growth locations within Dorridge and Knowle such as Dorridge Catchment A (8) and Dorridge Catchment B (9);
- No potential growth locations in the east of the Borough are within a 20-minute walk of a traditional supermarket; and
- Locations in the south-west around Dickens Heath also have limited or no traditional supermarkets within walking distance.

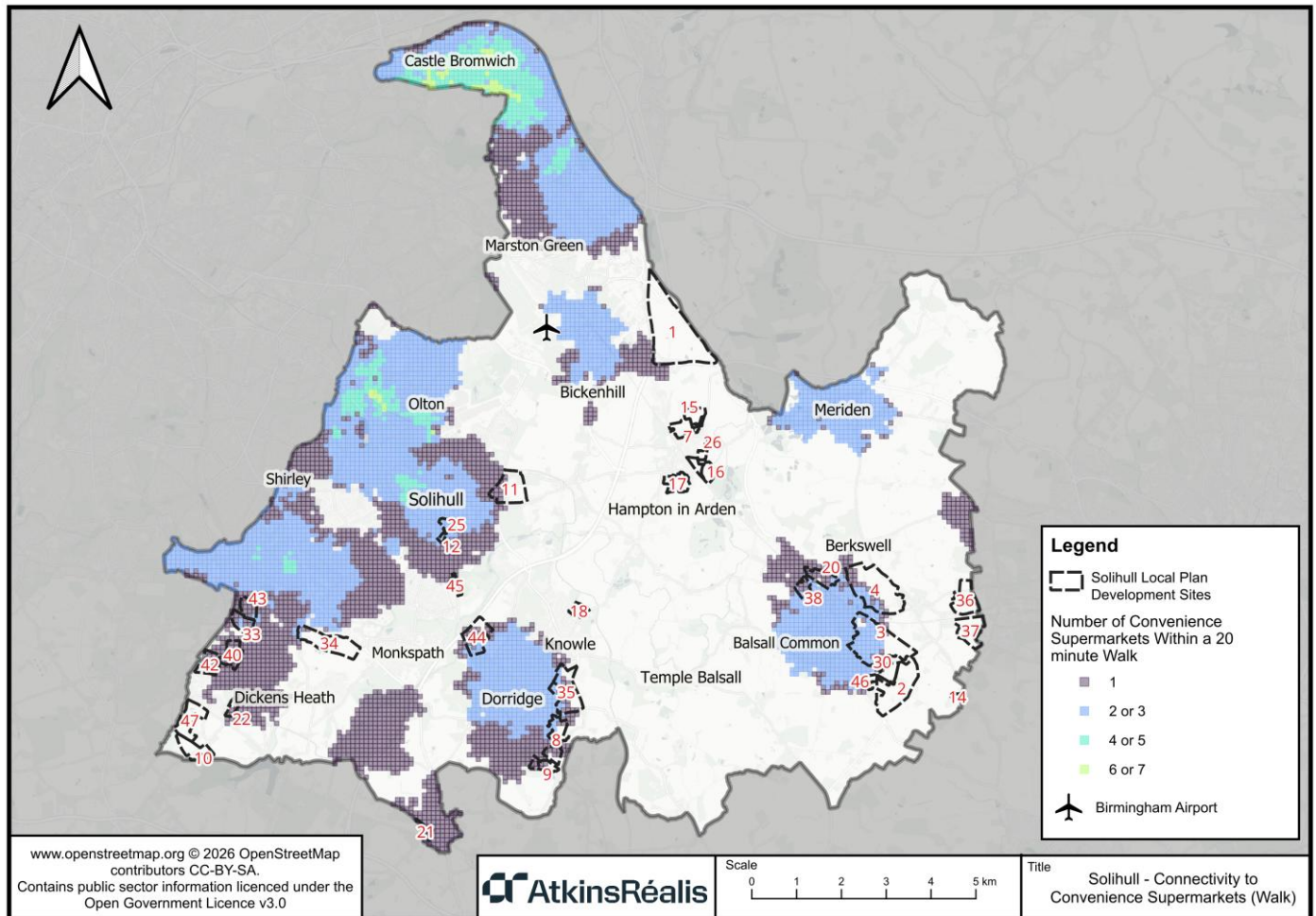
Figure 4-6 - Connectivity to Small Supermarkets (Walk)



4.2.12. Walking connectivity from the potential growth locations to small supermarkets is as follows. As set out in Table 3-1, a traditional supermarket is categorised as one larger than 3,013 ft² but smaller than 15,069 ft² in size:

- Walking connectivity to small supermarkets is mixed across the Borough;
- Potential growth locations around Solihull Town Centre, Knowle and Balsall Common are located within a 20-minute walk of at least one small supermarket; and
- There is a particular gap in access for locations around Hampton-in-Arden, including Arden Cross (1), as well as to the south-west of the Borough around Dickens Heath.

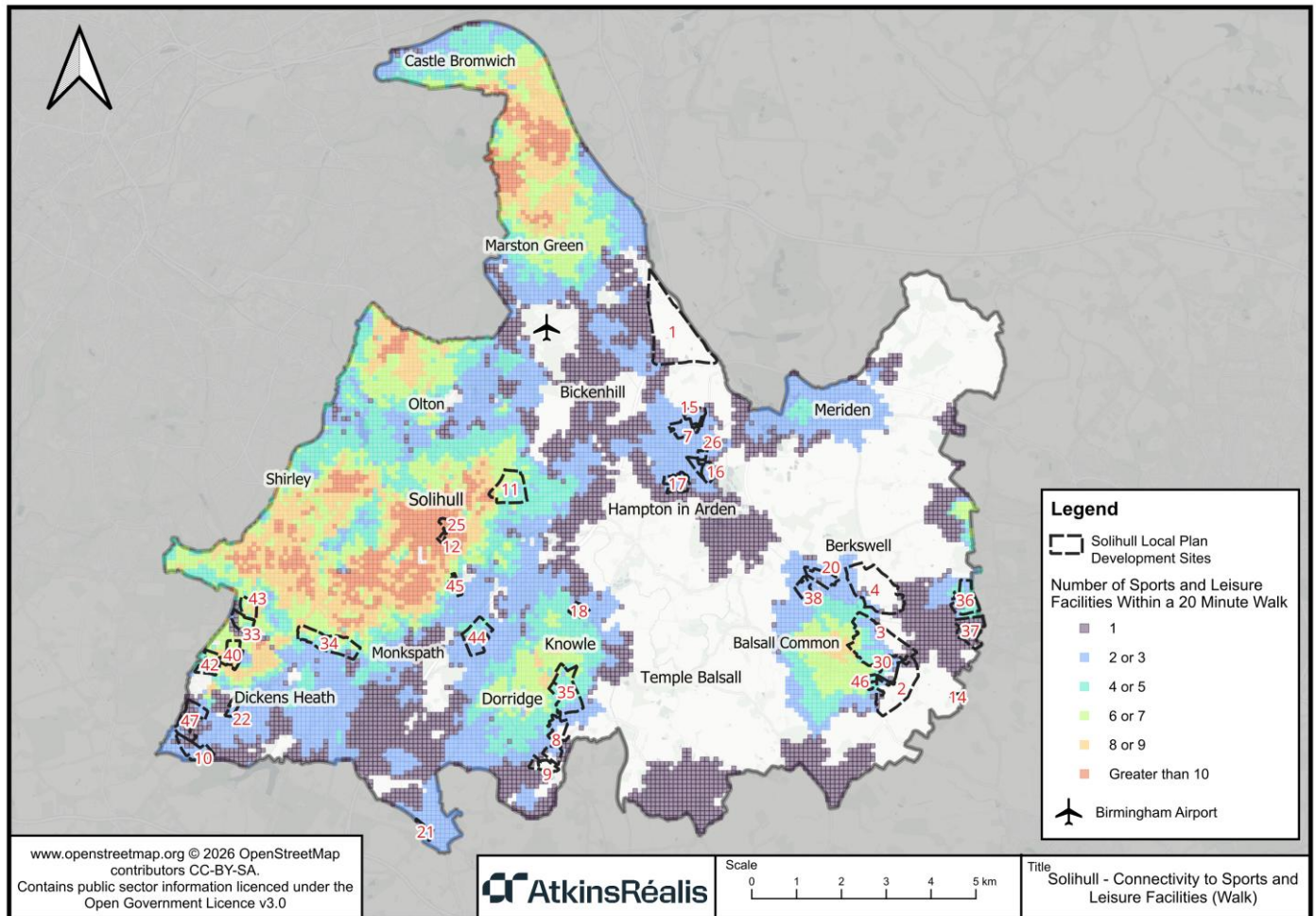
Figure 4-7 - Connectivity to Convenience Supermarkets (Walk)



4.2.13. Walking connectivity from the potential growth locations to convenience supermarkets is as follows:

- The majority of the potential growth locations are located within a 20-minute walk of at least one convenience supermarket;
- A considerable number have access to more than one convenience supermarket; and
- None of the six potential growth locations in Hampton-in-Arden, or Arden Cross (1), are located within a 20-minute walk of a convenience supermarket; and
- Other potential growth locations which have no walking connectivity to a convenience supermarket include Earlswood Catchment (10), Wythall Catchment (47), Gentleshaw Lane (14), Tile Hill Catchment A (36) and Tile Hill Catchment B (37).

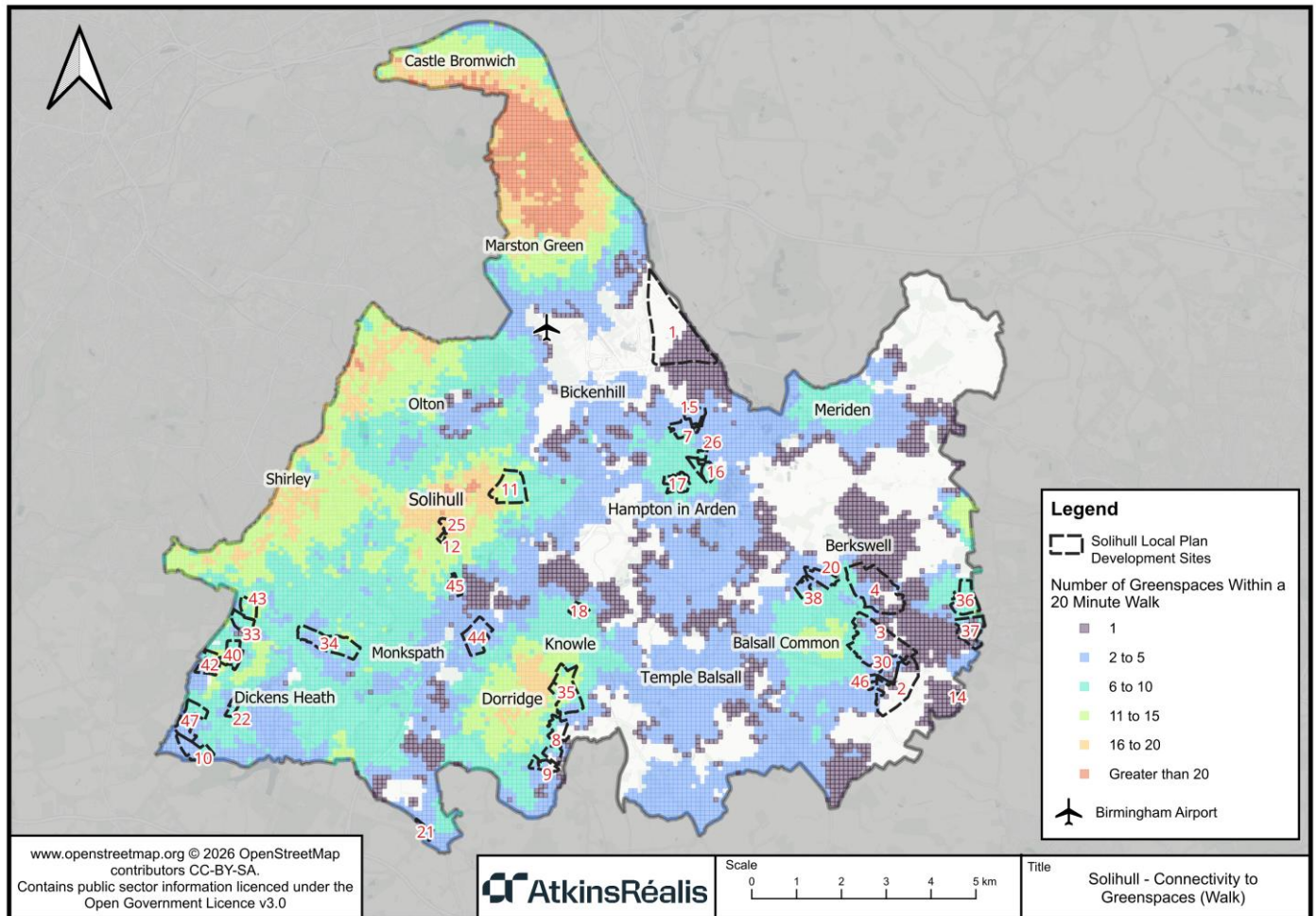
Figure 4-8 – Connectivity to Sports and Leisure Facilities (Walk)



4.2.14. Walking connectivity from the potential growth locations to sports and leisure facilities is as follows:

- All locations, except Gentleshaw Lane (14), are at least partially located to one or more sports and leisure facility within a 20-minute walk;
- Three other locations are only partially within a 20-minute walk of a sports and leisure facility, namely Arden Cross (1), Balsall Common Relief Road (2), and Berkswell Catchment (4); and
- Eastgate (12) and Mell Square (25), which are located within Solihull Town Centre, enjoy the best access to sports and leisure facilities: ten facilities are located within a 20-minute walk of these potential growth locations.

Figure 4-9 - Connectivity to Greenspace Sites (Walk)



4.2.15. Walking connectivity from the potential growth locations to greenspaces is as follows:

- All locations are at least partially connected to one or more greenspaces within a 20-minute walk;
- Arden Cross (1) is the only location which is unable to achieve access to more than one greenspace; and
- A small number of locations have access to 11 or more greenspaces including Eastgate (12), Mell Square (25), East of Solihull (11) and South of Knowle (35).

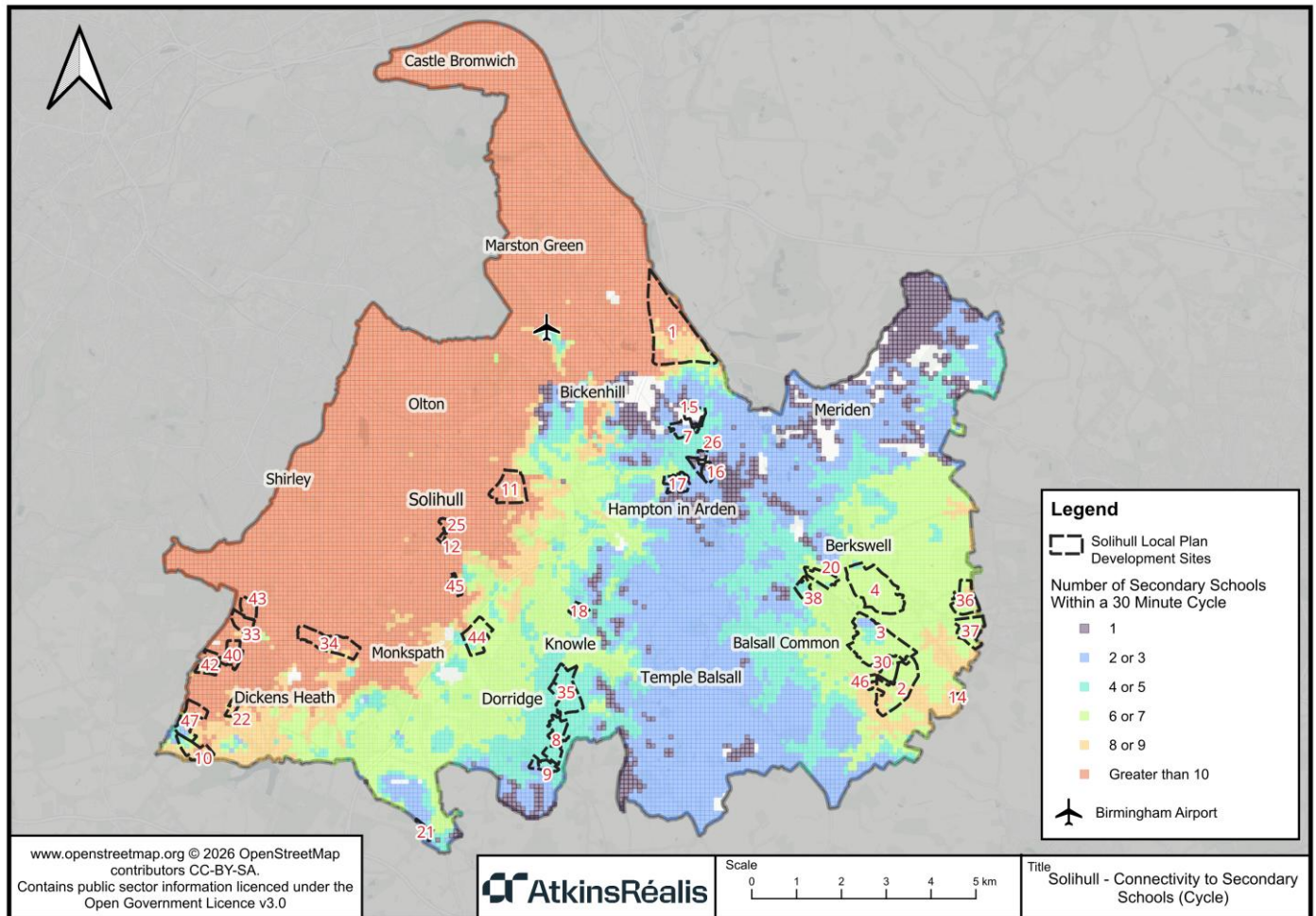
4.3. Active Travel - Cycling

- 4.3.1. The analysis presented within this section considers connectivity to amenities by the mode of cycling from origin points within the Borough. The cycling analysis undertaken seeks to investigate connectivity to destination types within a 30-minute cycle across the Borough.
- 4.3.2. There is limited guidance with regard to how far people are typically willing to cycle to amenities. The National Travel Survey provides evidence that the average length of a cycle trip is 5.7km which equates to a journey time of around 21 minutes. In the absence of official guidance or accepted best practice, it has been decided that 30 minutes is an appropriate maximum cycle time. This is in keeping with parameters used for similar connectivity studies completed for other local authorities.
- 4.3.3. The analysis within this section seeks to present an overall picture of cycling connectivity within the Borough by considering connectivity to amenities within a 30-minute cycle. An origin grid with points every 100m across the Borough has been utilised.
- 4.3.4. As cycling is primarily a mode for local trips, only connectivity to the destination types defined as 'local' within Table 3-1, have been presented. The following destination types have been excluded from the analysis:
- Primary schools as children of primary school age are not typically expected to cycle to school;
 - GPs as those who require access to a GP are typically experiencing illness, and therefore unlikely to make cycling trips;
 - Sports and leisure facilities as the prevalence of such facilities across the Borough means that all of the potential growth locations are located within a 30-minute cycle of several sports and leisure facilities.
- 4.3.5. Table 4-2 presents a summary of the findings for each destination type whilst Figure 4-10 to Figure 4-14 display the number of these destination types accessible from each origin within a 30-minute cycle.

Table 4-2 - Cycling Connectivity Observations

Destination Type	Cycling Connectivity
Secondary schools	▪ Highest in the northern and western areas of the Borough, including Solihull Town Centre and Birmingham Airport, closest to Birmingham City Centre. ▪ The easternmost areas of the Borough are able to access a greater number of secondary schools than the more rural central areas.
Employment centres	▪ Highest in central eastern areas of the Borough, including Solihull Town Centre, Olton, Bickenhill and Hampton-in-Arden. ▪ Most areas in the Borough achieved connectivity to at least one employment centre, with the exception of south-east of Temple Balsall and north-east of Meriden.
Traditional supermarkets	▪ Highest in the northern and western areas of the Borough, closest to Birmingham City Centre. ▪ Not achieved in areas between Meriden, Hampton-in-Arden and Balsall Common.
Small supermarkets	▪ Highest in the northern and western areas of the Borough, closest to Birmingham City Centre. ▪ Almost all of the Borough achieved connectivity to one or more small supermarket, with the exception of north-east of Meriden.
Convenience supermarkets	▪ High level of connectivity across most of the Borough. ▪ Lowest connectivity to the south of Temple Balsall and north-east of Meriden.

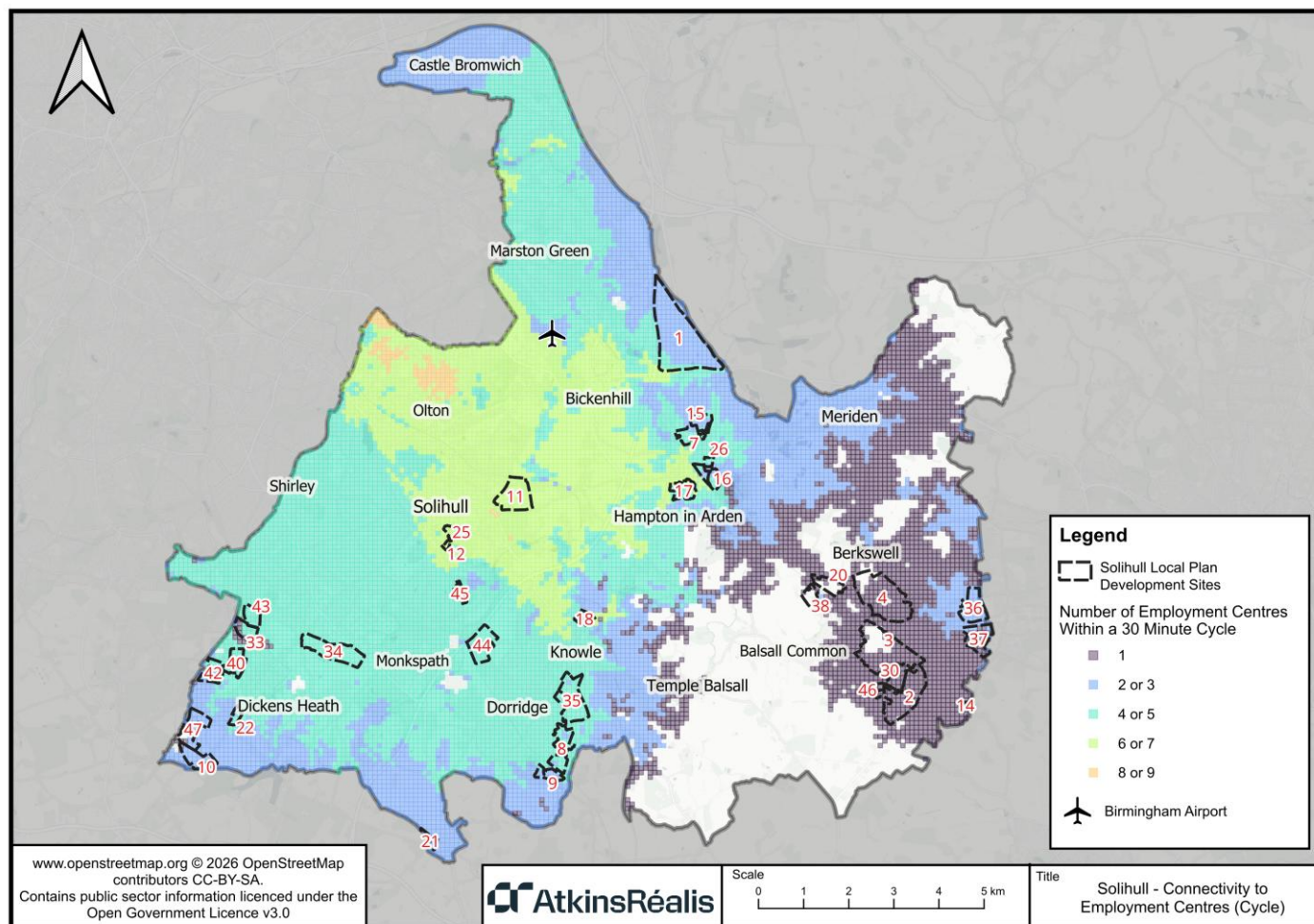
Figure 4-10 - Connectivity to Secondary Schools (Cycle)



4.3.6. Cycling connectivity from the potential growth locations to secondary schools is as follows:

- At least part of all of the potential growth locations are located within a 30-minute cycle of at least one secondary school;
- Parts of Diddington Lane (7) and Hampton-in-Arden Catchment A (15) are located further than a 30-minute cycle from a secondary school; and
- Multiple potential growth locations towards the west of the borough are located within a 30-minute cycle of 10 secondary schools or more.

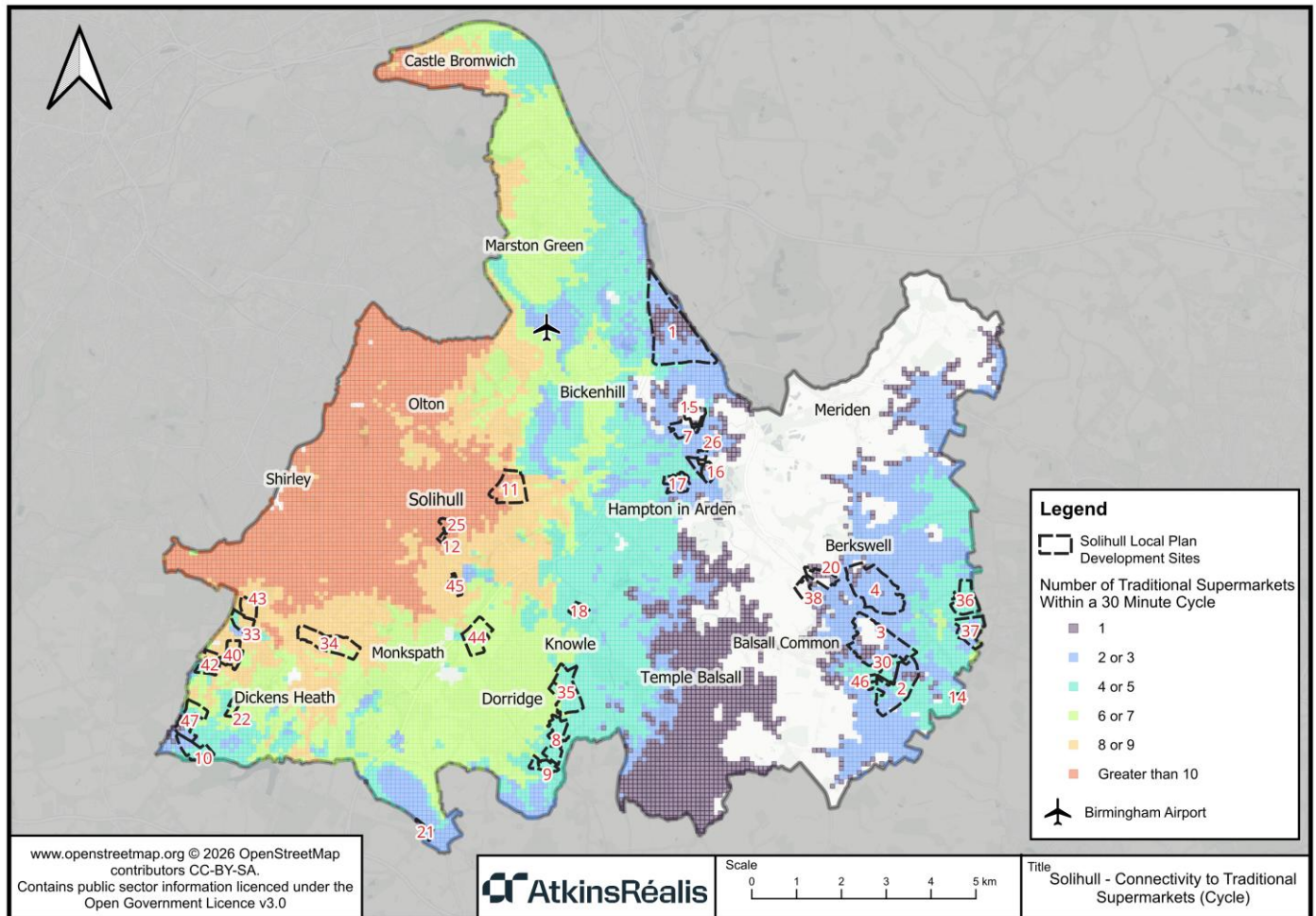
Figure 4-11 - Connectivity to Employment Centres (Cycle)



4.3.7. Cycling connectivity from the potential growth locations to employment centres is as follows:

- All of the potential growth locations are at least partially located within a 30-minute cycle of an employment centre;
- Potential growth locations in the east of the Borough, such as those in the vicinity of Balsall Common, are typically located within a 30-minute cycle of only one employment centre; and
- Potential growth locations in western and central areas of the Borough are better connected. Some locations, such as Eastgate (12), Mell Square (25) and East of Solihull (11) are located within a 30-minute cycle of between six and seven employment centres.

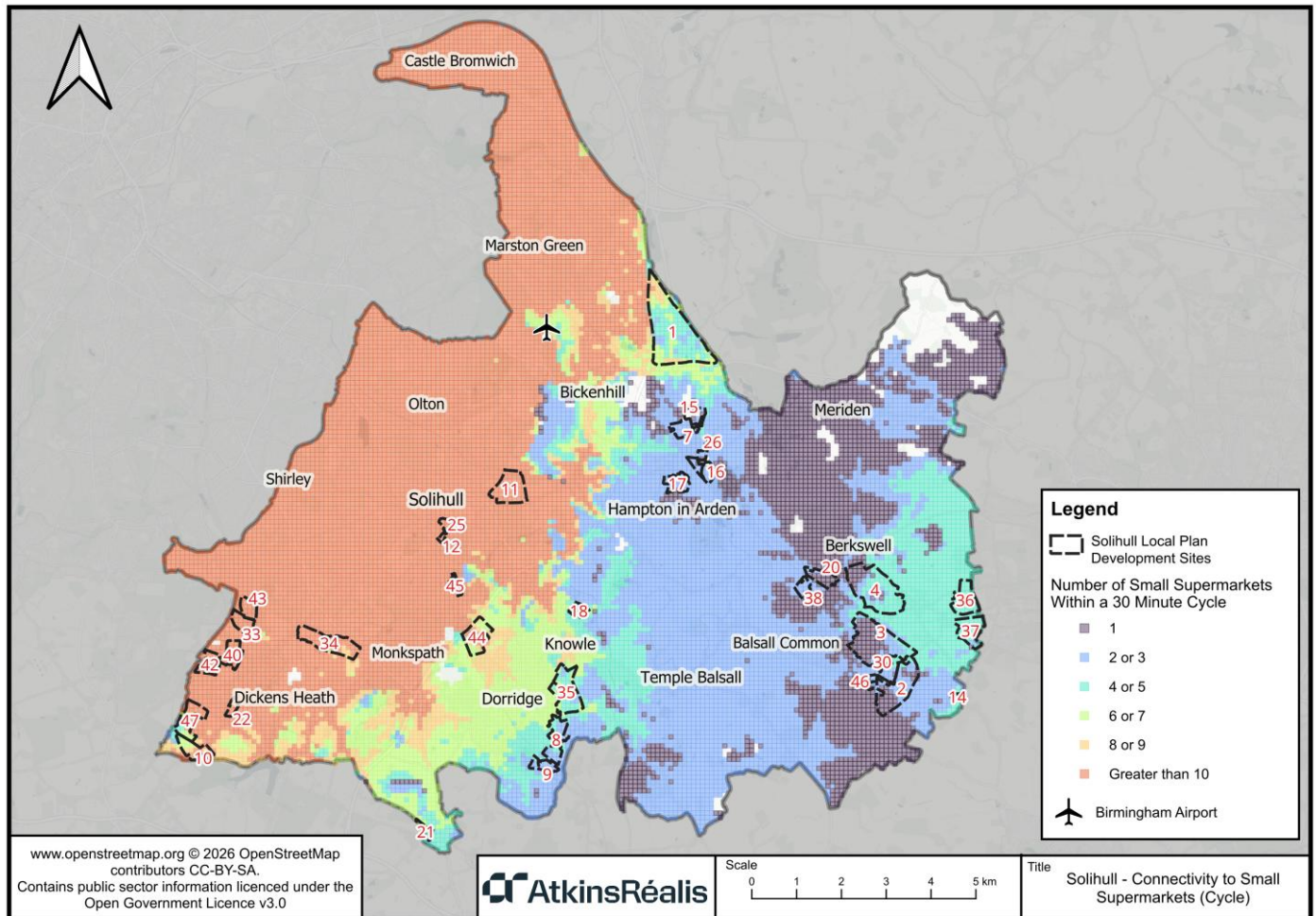
Figure 4-12 - Connectivity to Traditional Supermarkets (Cycle)



4.3.8. Cycling connectivity from the potential growth locations to traditional supermarkets is as follows:

- All of the potential growth locations are located within a 30-minute cycle of at least one traditional supermarket; and
- Locations in western and central areas of the Borough have the most choice, in the sense that they are typically located within a 30-minute cycle of several traditional supermarkets.

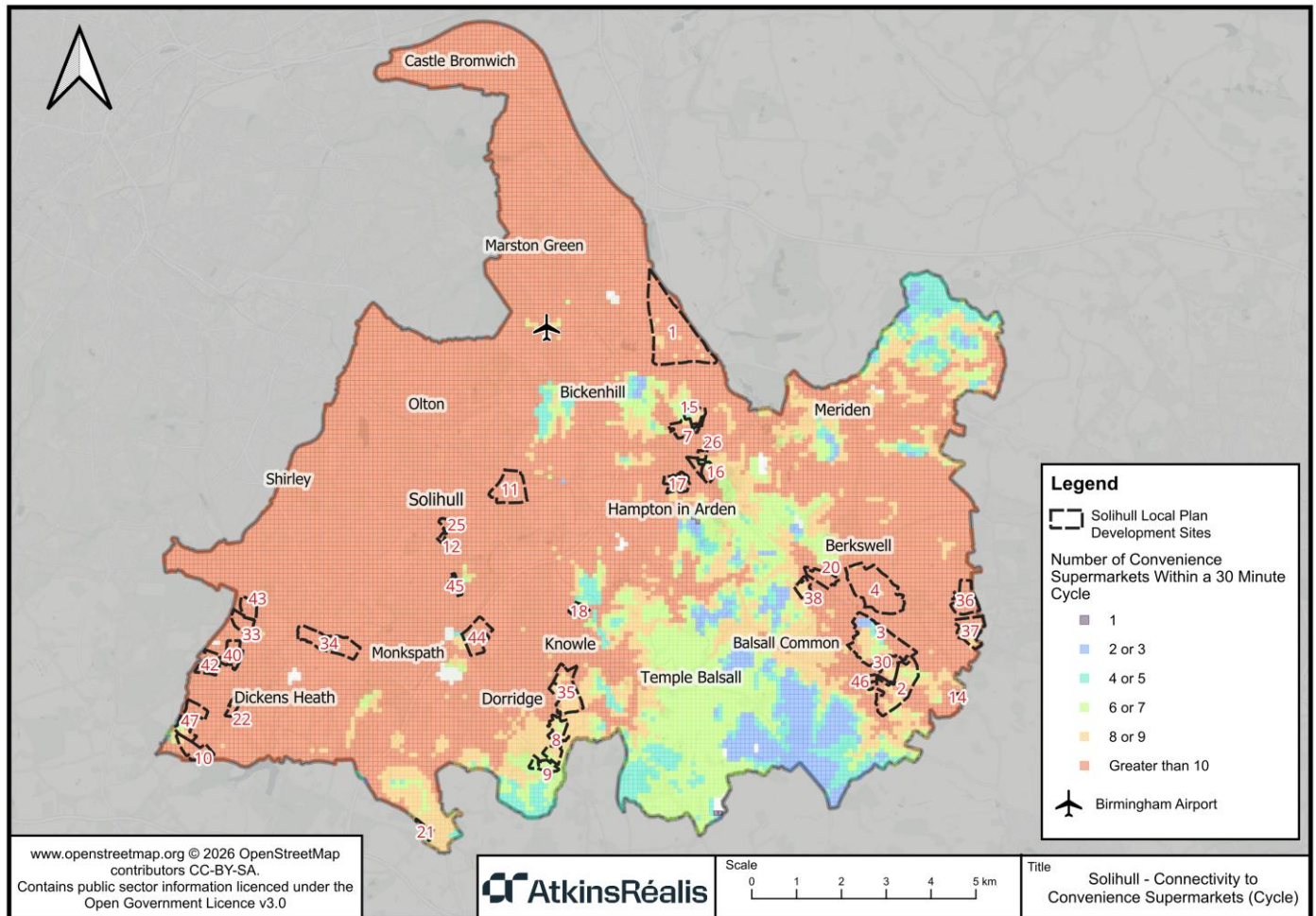
Figure 4-13 - Connectivity to Small Supermarkets (Cycle)



4.3.9. Cycling connectivity from the potential growth locations to small supermarkets is as follows:

- All of the potential growth locations are located within a 30-minute cycle of at least one small supermarket; and
- Locations in western and central areas of the Borough have the most choice, in the sense that they are typically located within a 30-minute cycle of several small supermarkets.

Figure 4-14 - Connectivity to Convenience Supermarkets (Cycle)



- 4.3.10. As shown in Figure 4-14 cycling connectivity from the potential growth locations to convenience supermarkets is good, with all of the potential growth locations located within a 30-minute cycle of this destination type.

4.4. Public Transport

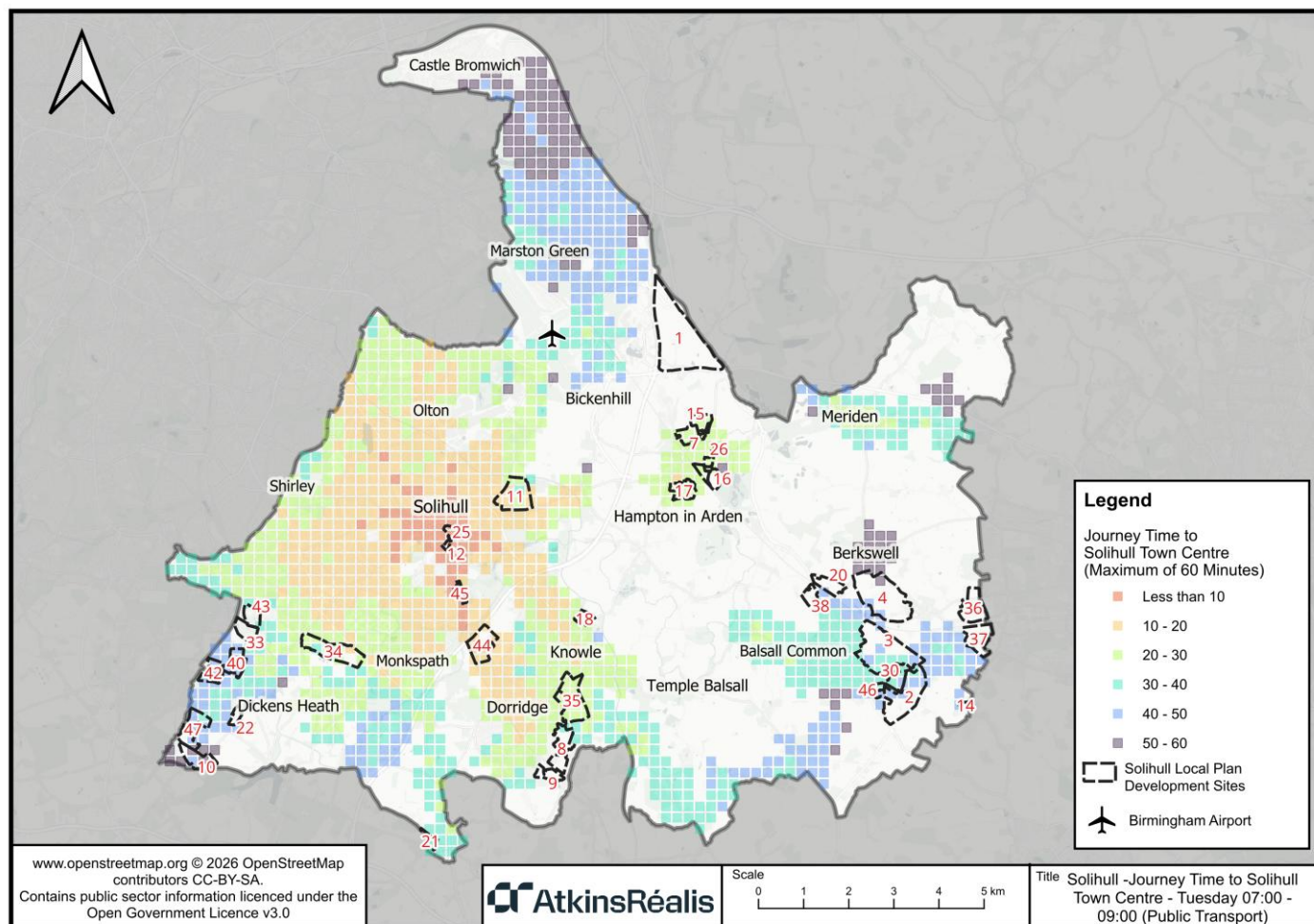
- 4.4.1. The analysis presented within this section considers connectivity to amenities by public transport modes from origin points within the Borough.
- 4.4.2. The overall public transport analysis undertaken seeks to investigate connectivity to the three key urban centres of Solihull, Coventry and Birmingham and key strategic destination types (hospitals, employment centres, and retail centres). An origin grid with points every 200m across the Borough has been utilised. Table 4-3 presents a summary of the findings for each destination type.

Table 4-3 - Public Transport Connectivity Observations

Destination Type	Public Transport Connectivity
Solihull Town Centre	▪ Most consistent distribution of areas with low journey times is visible to the west of Solihull Town Centre. ▪ Lowest connectivity to the south of Temple Balsall and north-east of Meriden.
Coventry City Centre	▪ Best in Balsall Common, Hampton-in-Arden and at Birmingham Airport, as these locations sit on the rail line between Birmingham City Centre and Coventry City Centre. Meriden also displays similar journey times. ▪ Accessible from Solihull Town Centre (50 to 60-minute journey time).
Birmingham City Centre	▪ Best in the western and northern areas of the Borough, closest to Birmingham City Centre, most notably at locations served by railway stations. ▪ Only achieved in eastern areas of the Borough where railway stations are present, with the exception of Meriden. Much of the rural eastern areas of the Borough are not able to achieve connectivity to Birmingham City Centre within 60 minutes.
Hospitals	▪ Solihull Hospital is the hospital accessible via the fastest public transport journey for much of the Borough, including around the Town Centre and locations to the east such as Meriden and Balsall Common. ▪ Heartlands Hospital is the hospital accessible via the fastest public transport journey for Castle Bromwich and Marston Green, in the north of the Borough.
Employment centres	▪ Best in the northern and western areas of the Borough, particularly in proximity to Solihull Town Centre and around Marston Green. ▪ Not achieved for much of the eastern extent of the Borough.
Retail centres	▪ Best in the northern and western areas of the Borough. ▪ Connectivity achieved in Meriden, Hampton-in-Arden and Balsall Common.

4.4.3. Figure 4-15, Figure 4-16 and Figure 4-17 present public transport connectivity to the three key urban centres of Solihull, Coventry, and Birmingham.

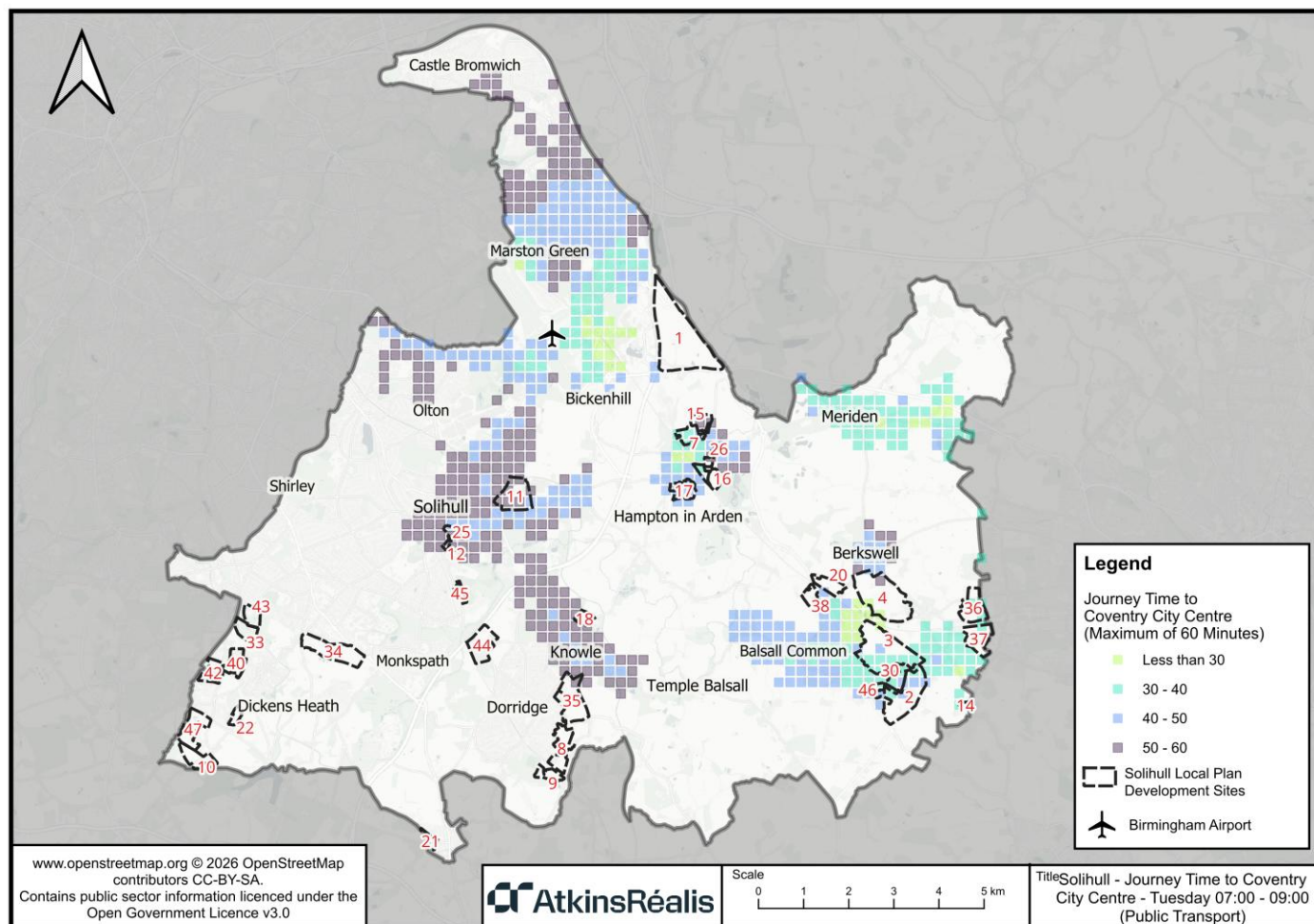
Figure 4-15 - Public Transport Journey Time to Solihull Town Centre - Tuesday 07:00-09:00



4.4.4. Public transport connectivity from the potential growth locations to Solihull Town Centre is as follows:

- The majority of the potential growth locations are within a 60-minute public transport journey time of Solihull Town Centre. This includes locations in the vicinity of Knowle and Dorridge, Dickens Heath and Hampton-in-Arden;
- Journey times are lowest at the locations that are geographically closest to the Town Centre, such as East of Solihull (11) and Widney Manor Catchment (44); and
- Several of the potential growth locations in the vicinity of Balsall Common are located further than a 60-minute public transport journey from Solihull Town Centre.

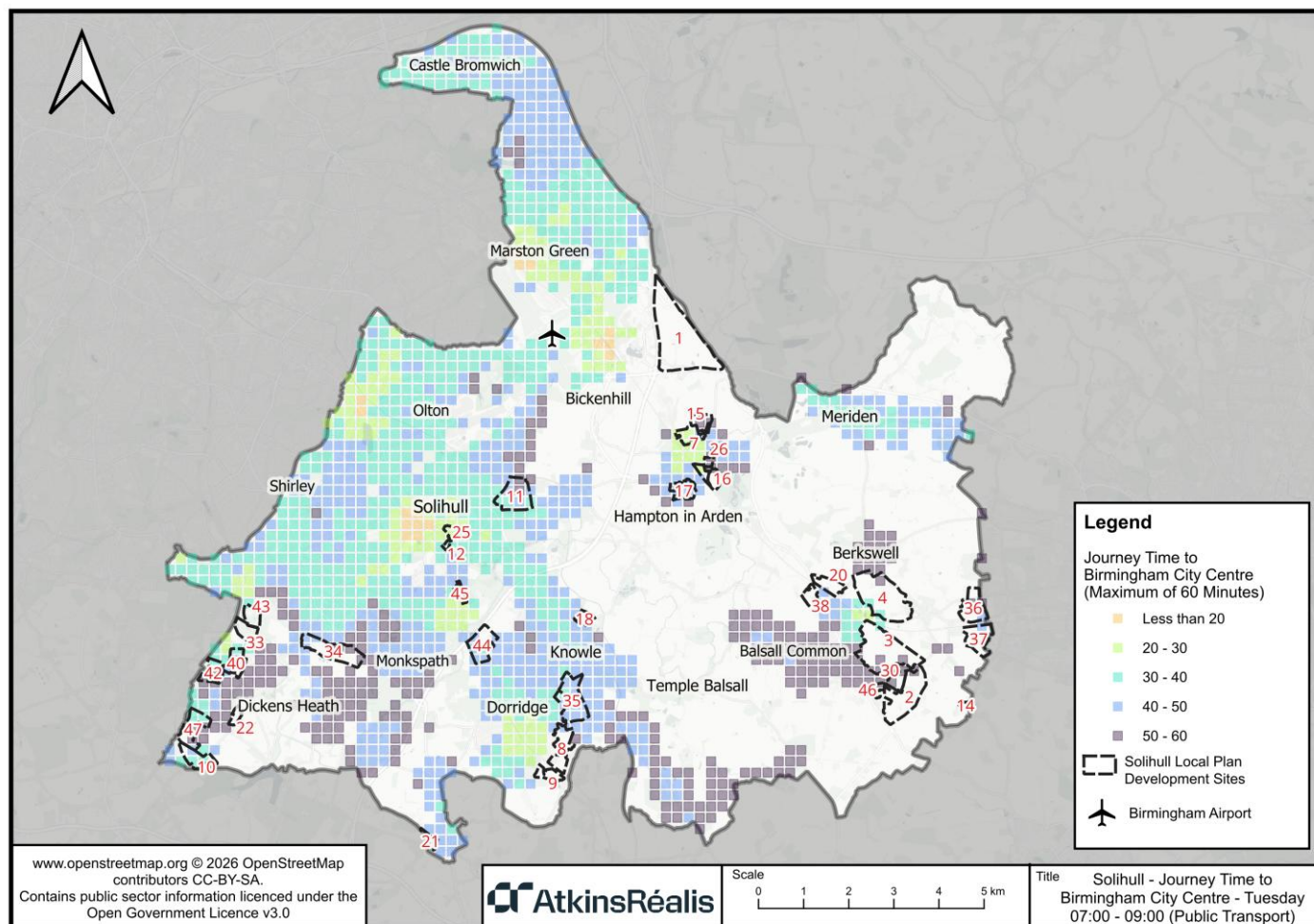
Figure 4-16 - Public Transport Journey Time to Coventry City Centre - Tuesday 07:00-09:00



4.4.5. Public transport connectivity from the potential growth locations to Coventry City Centre is as follows:

- The majority of the potential growth locations in the east of the Borough are situated within a 60-minute public transport journey time of Coventry City Centre. The primary exception to this is Arden Cross (1); and
- In contrast, the majority of the potential growth locations in the west of the Borough are unable to access Coventry City Centre within a 60-minute public transport journey time. This includes potential growth locations in the vicinity of Dorridge, such as Dorridge Catchment A (8) and Dorridge Catchment B (9), as well as all of those locations in the vicinity of Dickens Heath.

Figure 4-17 - Public Transport Journey Time to Birmingham City Centre - Tuesday 07:00-09:00

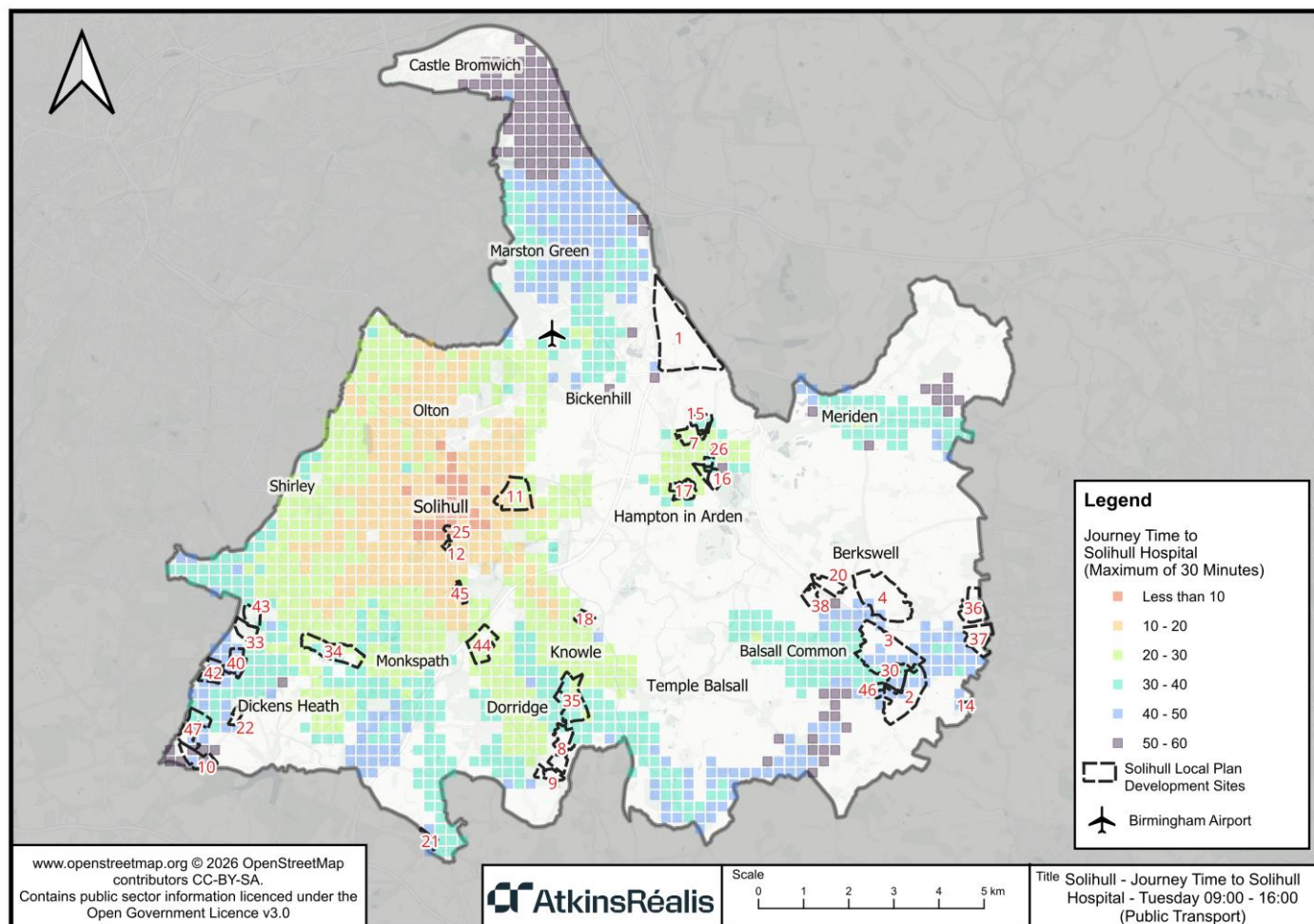


4.4.6. Public transport connectivity from the potential growth locations to Birmingham City Centre is as follows:

- The majority of the potential growth locations are situated within a 60-minute public transport journey time of Birmingham City Centre. The primary exceptions to this are Arden Cross (1), Dorridge Catchment B (9) and Shirley Catchment (33); and
- Journey times are lowest at the potential growth locations that are located in close proximity to railway stations that are served by rail services towards Birmingham City Centre. Examples includes Diddington Lane (7) in Hampton-in-Arden and Widney Manor Catchment (44), which is located near Widney Manor Railway Station.

4.4.7. Figure 4-18 and Figure 4-19 present public transport connectivity to Solihull Hospital and Heartlands Hospital, which is located in Birmingham. To identify the most appropriate hospitals to consider with the connectivity assessment, 19 hospitals within a 15km buffer of the Borough were initially assessed. This sifting exercise identified that the most accessible hospitals for the majority of residents within the Borough are Solihull Hospital and Heartlands Hospital. Subsequently, a detailed connectivity analysis to these two hospitals is presented in the following section.

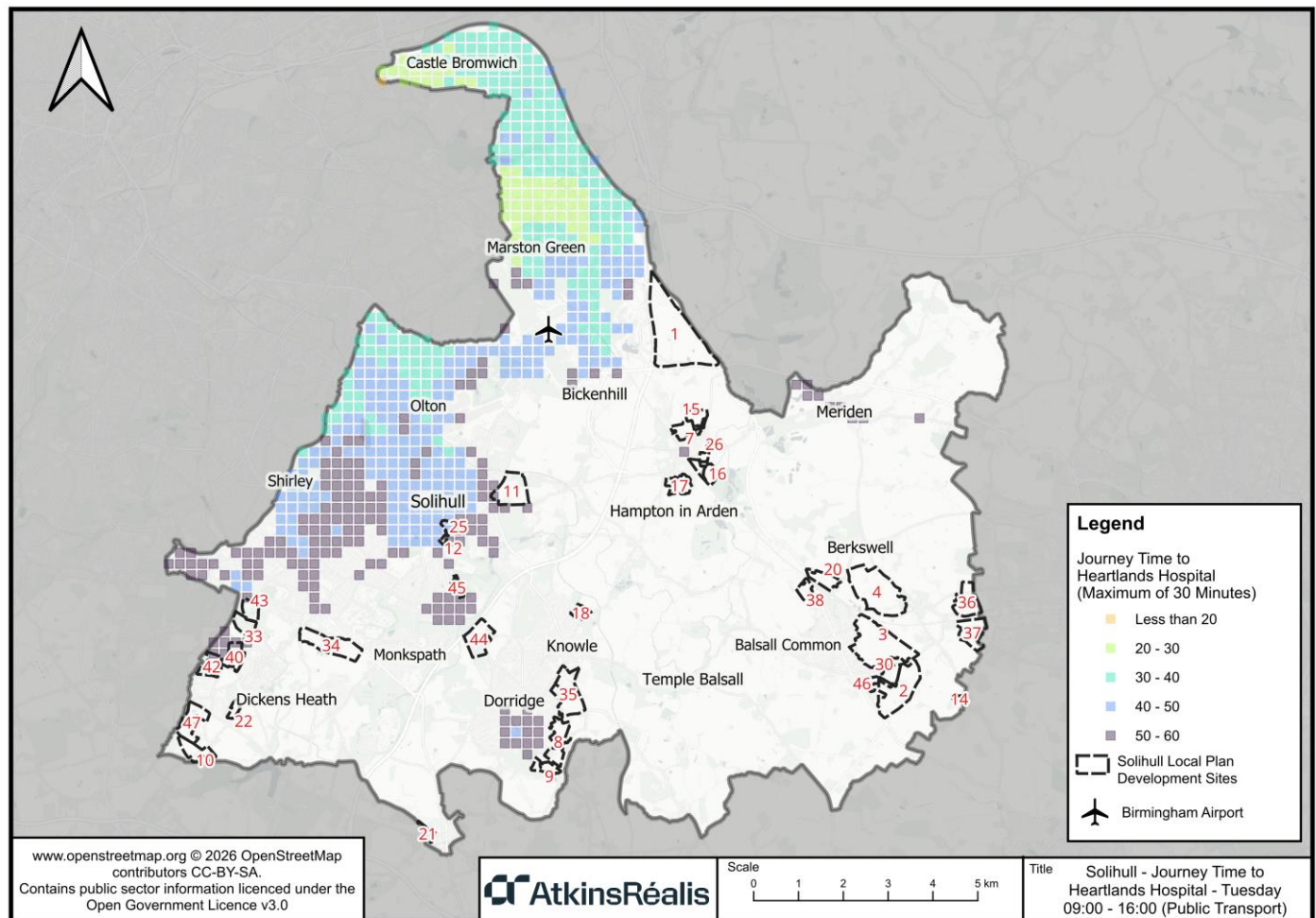
Figure 4-18 - Public Transport Journey Time to Solihull Hospital - Tuesday 07:00-09:00



4.4.8. Public transport connectivity from the potential growth locations to Solihull Hospital is as follows:

- The majority of the potential growth locations are situated within a 60-minute public transport journey time of Solihull Hospital;
- Potential growth locations in the vicinity of Balsall Common and Berkswell experience the weakest connectivity to Solihull Hospital. Arden Cross (1) is also not located within a 60-minute public transport journey time; and
- A small number of locations in the south-west display poor connectivity to Solihull Hospital, such as Shirley Catchment (33) and Whitlocks End Farm (43).

Figure 4-19 - Public Transport Journey Time to Heartlands Hospital - Tuesday 07:00-09:00

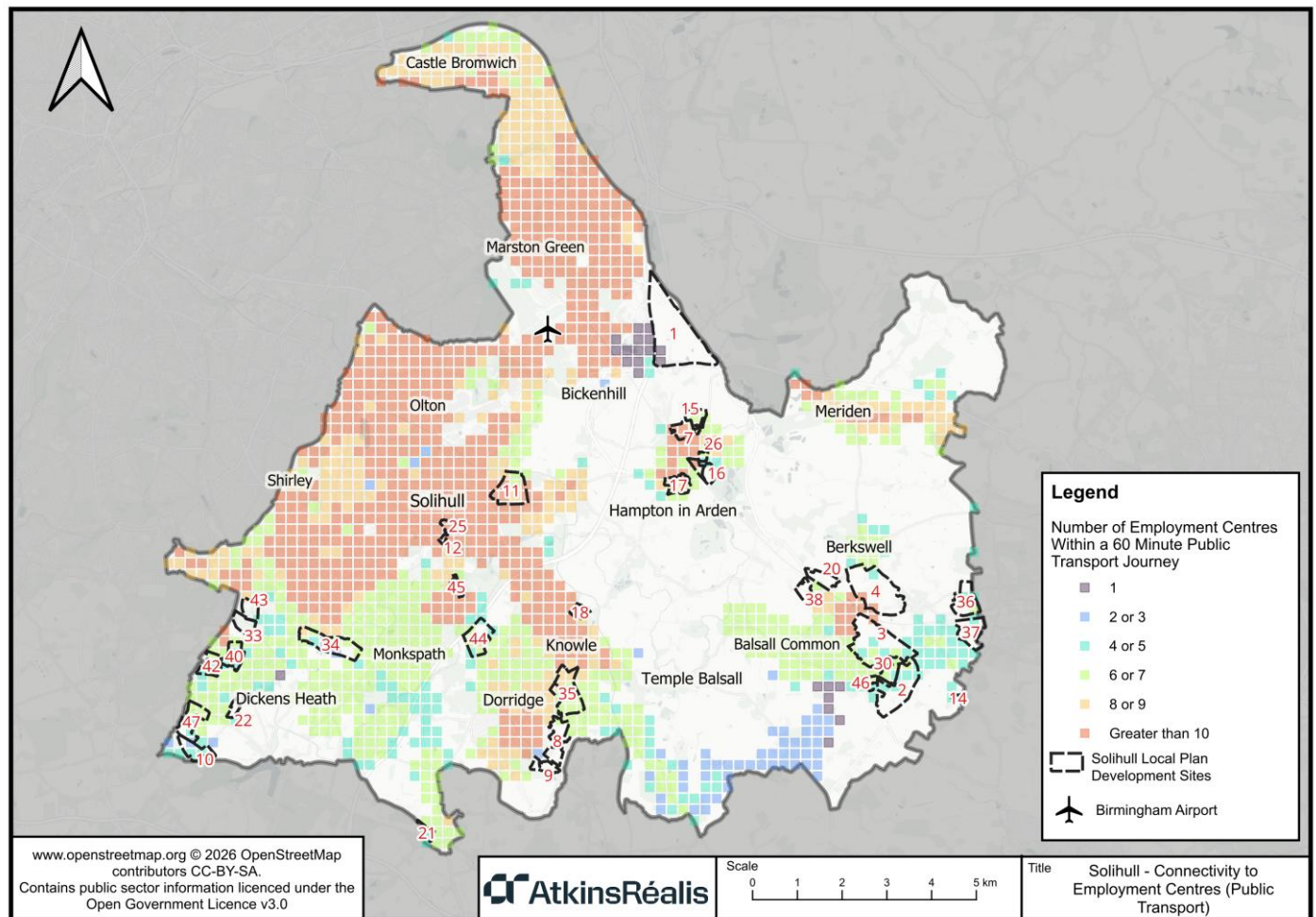


4.4.9. Public transport connectivity from the potential growth locations to Heartlands Hospital is as follows:

- The majority of the potential growth locations are further than a 60-minute public transport journey time from Heartlands Hospital;
- The exceptions to this are Eastgate (12) and Mell Square (25), which are located within a 60-minute public transport journey time; and
- In addition, some of the potential growth locations in the vicinity of Dickens Heath, including West of Dickens Heath (40) and Whitlocks End Catchment (42) are also located within a 60-minute public transport journey time.

4.4.10. Figure 4-20 presents the number of employment centres accessible within a 60-minute public transport journey, from origin points across the Borough, whilst Figure 4-21 displays the journey time to the nearest retail centre via public transport.

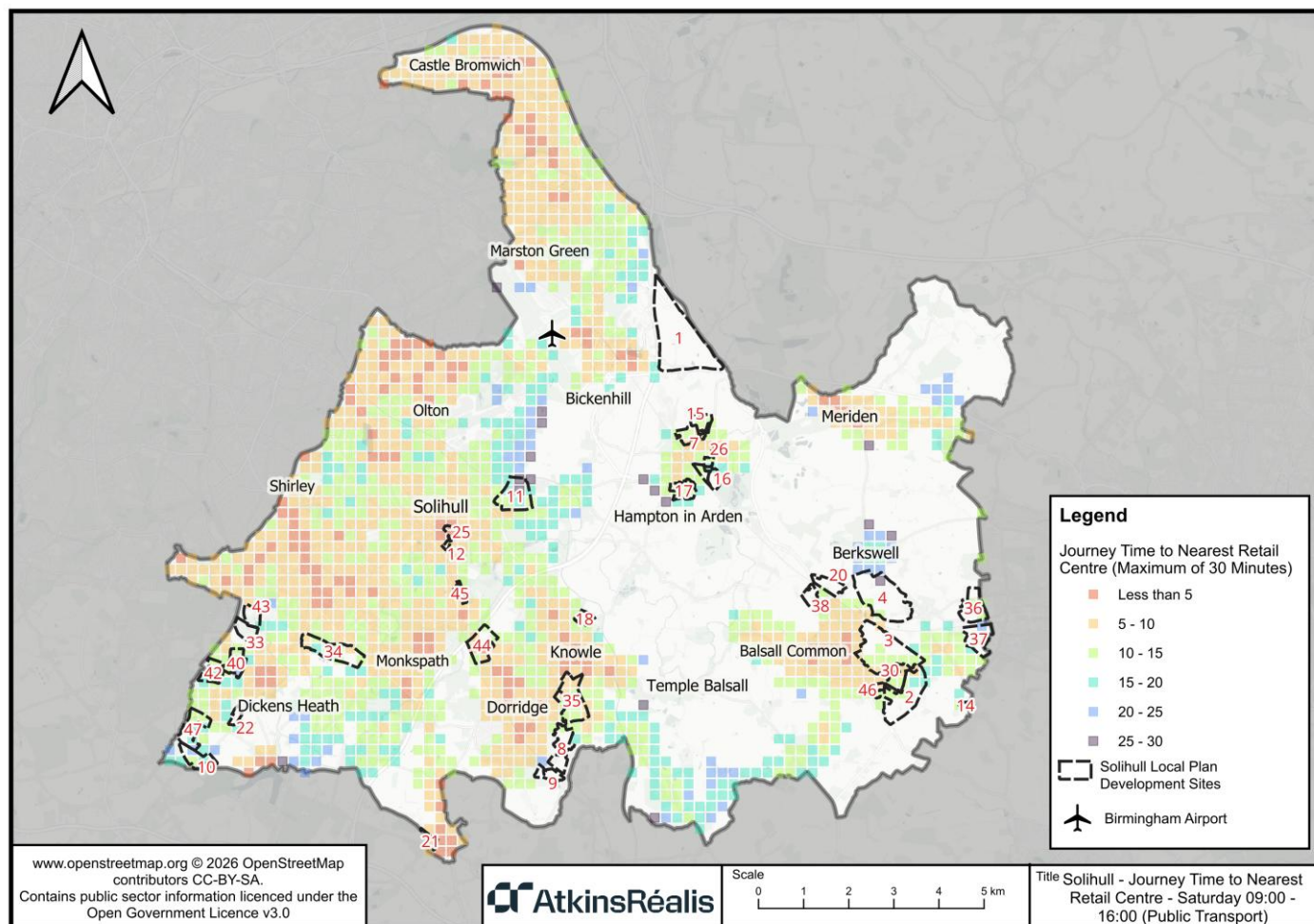
Figure 4-20 - Connectivity to Employment Centres (Public Transport)



4.4.11. Public transport connectivity from the potential growth locations to employment centres is as follows:

- Potential growth locations in the vicinity of Solihull Town Centre are able to access more than 10 employment centres within a 60-minute public transport journey time;
- Potential growth locations in the vicinity of Hampton-in-Arden also experience good connectivity to employment centres. Diddington Lane (7), Hampton-in-Arden Catchment C (17) and Meriden Road B (27) are all within a 60-minute public transport journey time of more than 10 employment centres;
- Connectivity is less strong for potential growth location in Dickens Heath and Balsall Common, although they still tend to be located within a 60-minute public transport journey time of four or more employment centres.

Figure 4-21 - Public Transport Journey Time to Nearest Retail Centre - Saturday 09:00-16:00



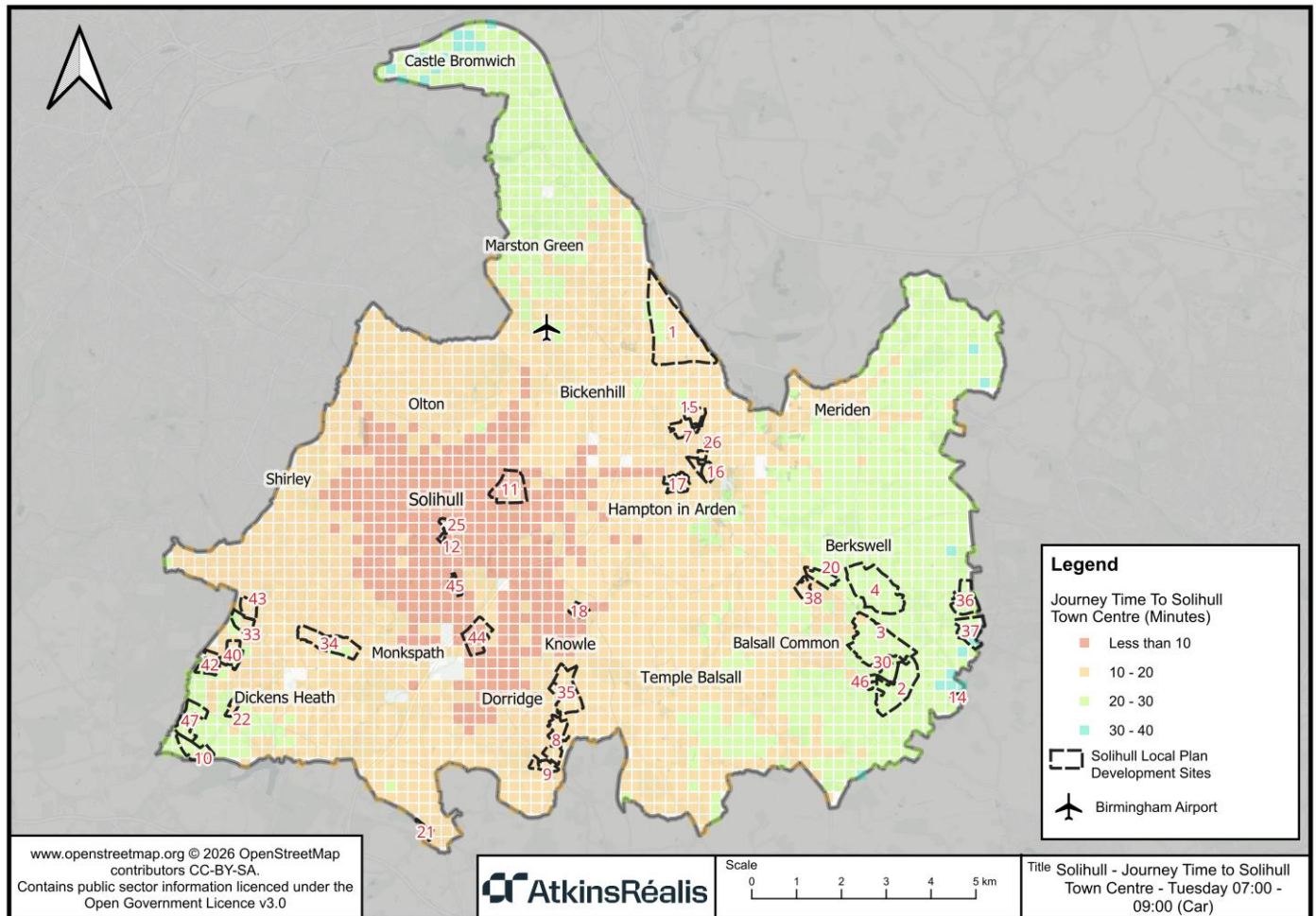
4.4.12. Public transport connectivity from the potential growth locations to retail centres is as follows:

- The majority of the potential growth locations are located within a 60-minute journey time of several retail centres; and
- The larger potential growth locations in the vicinity of Balsall Common, as well as Arden Cross (1) have the poorest connectivity to retail centres.

4.5. Car

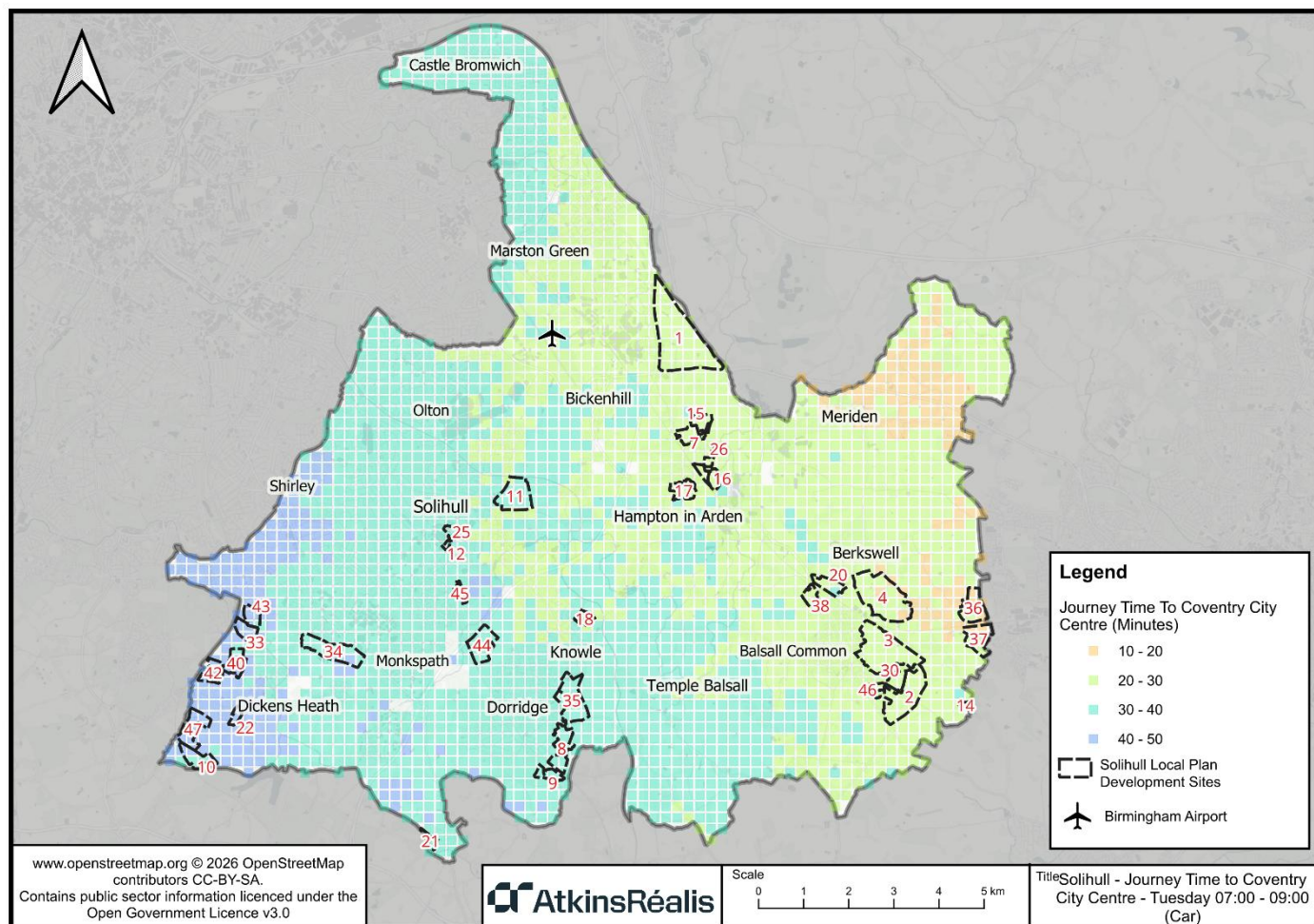
4.5.1. Figure 4-22, Figure 4-23 and Figure 4-24 present the car journey times from origins points within the Borough to the three key urban centres of Solihull Town Centre, Coventry, and Birmingham.

Figure 4-22 - Journey Time To Solihull Town Centre - Tuesday 07:00–09:00 (Car)



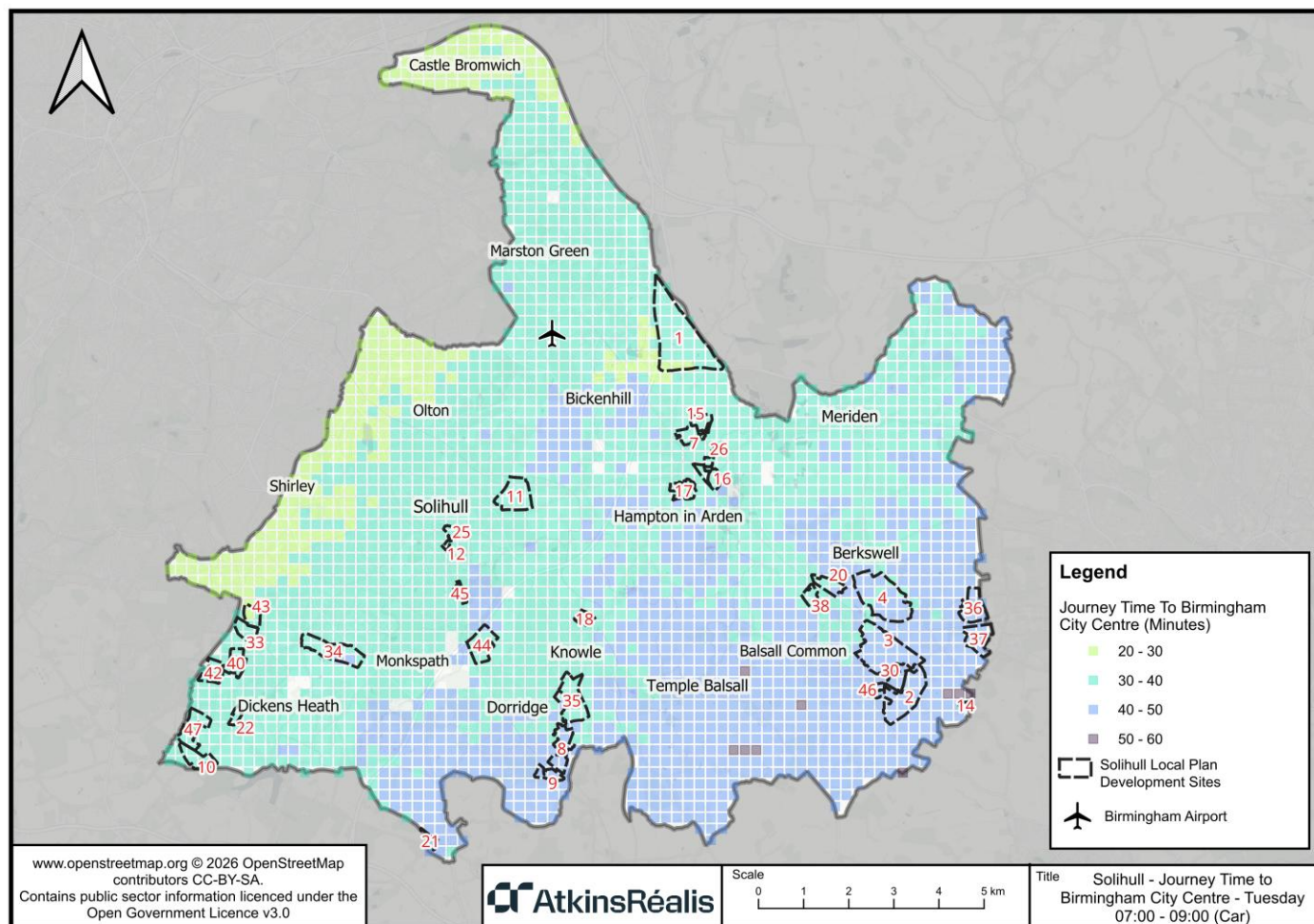
- 4.5.2. The majority of the Borough is able to access Solihull Town Centre by car within a 30-minute journey, with the exception of a small number of points in Castle Bromwich and towards the eastern boundary of Solihull, including Tile Hill Catchment B (37). As is to be expected, car journey times to Solihull Town Centre are shortest from the residential areas immediately surrounding it. Locations in Hampton-in-Arden and Dorridge are largely able to access the Town Centre in a time of between 10 and 20 minutes.

Figure 4-23 - Journey Time To Coventry City Centre - Tuesday 07:00–09:00 (Car)



- 4.5.3. The majority of the Borough is situated within a 40-minute car journey of Coventry City Centre. The exception to this is areas to the south-west of the Borough, which includes potential growth locations such as Whitlocks End Catchment (42) and Whitlocks End Farm (43).
- 4.5.4. As is to be expected, journey times are fastest towards the east of the Borough, particularly from the key settlements of Meriden and Berkswell. Berkswell Catchment (4) and both Tile Hill locations (36, 37) are the only potential growth locations that are at least partially situated within a 20-minute drive of Coventry City Centre. Northern areas of the Borough, including Marston Green and Birmingham Airport are able to access Coventry via a faster journey time than areas to the south that are a similar distance away as the crow flies, which is primarily due to the connectivity provided by both the A45 and the M6.

Figure 4-24 - Journey Time To Birmingham City Centre - Tuesday 07:00–09:00 (Car)



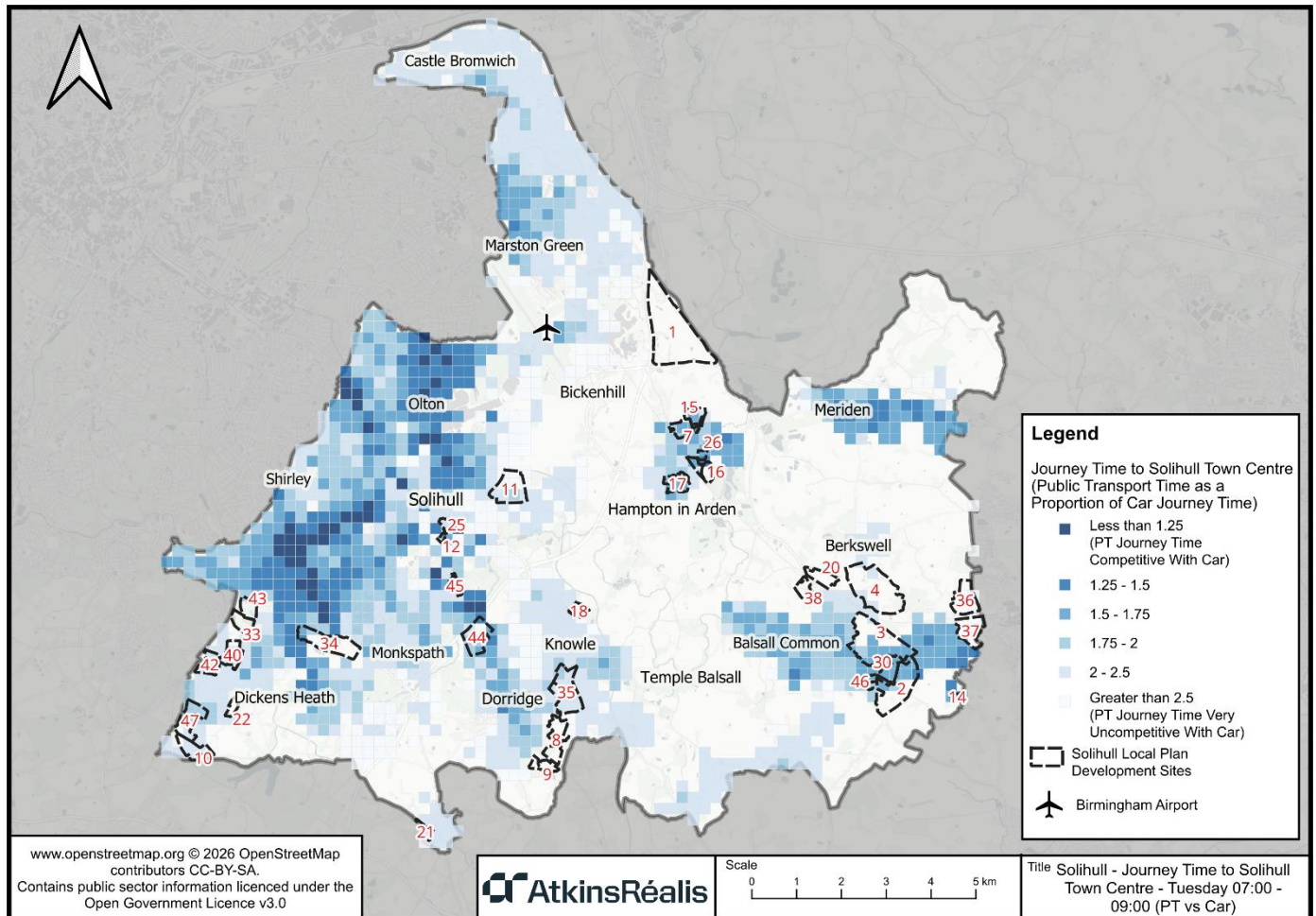
4.5.5. The majority of the Borough is located within a 50-minute car journey of Birmingham City Centre. Potential growth locations towards the south-west and central parts of the Borough are able to access Birmingham City Centre within a 30 to 40-minute journey, whilst potential growth locations in the vicinity of Dorridge and Balsall Common are located within a 40 to 50-minute journey time.

4.5.6. As is to be expected, journey times are fastest from the areas closest to Birmingham City Centre such as Castle Bromwich and Shirley. Areas in the immediate vicinity of the A45, including Arden Cross (1), benefit from good connectivity to Birmingham City Centre via car.

4.6. Modal Comparisons

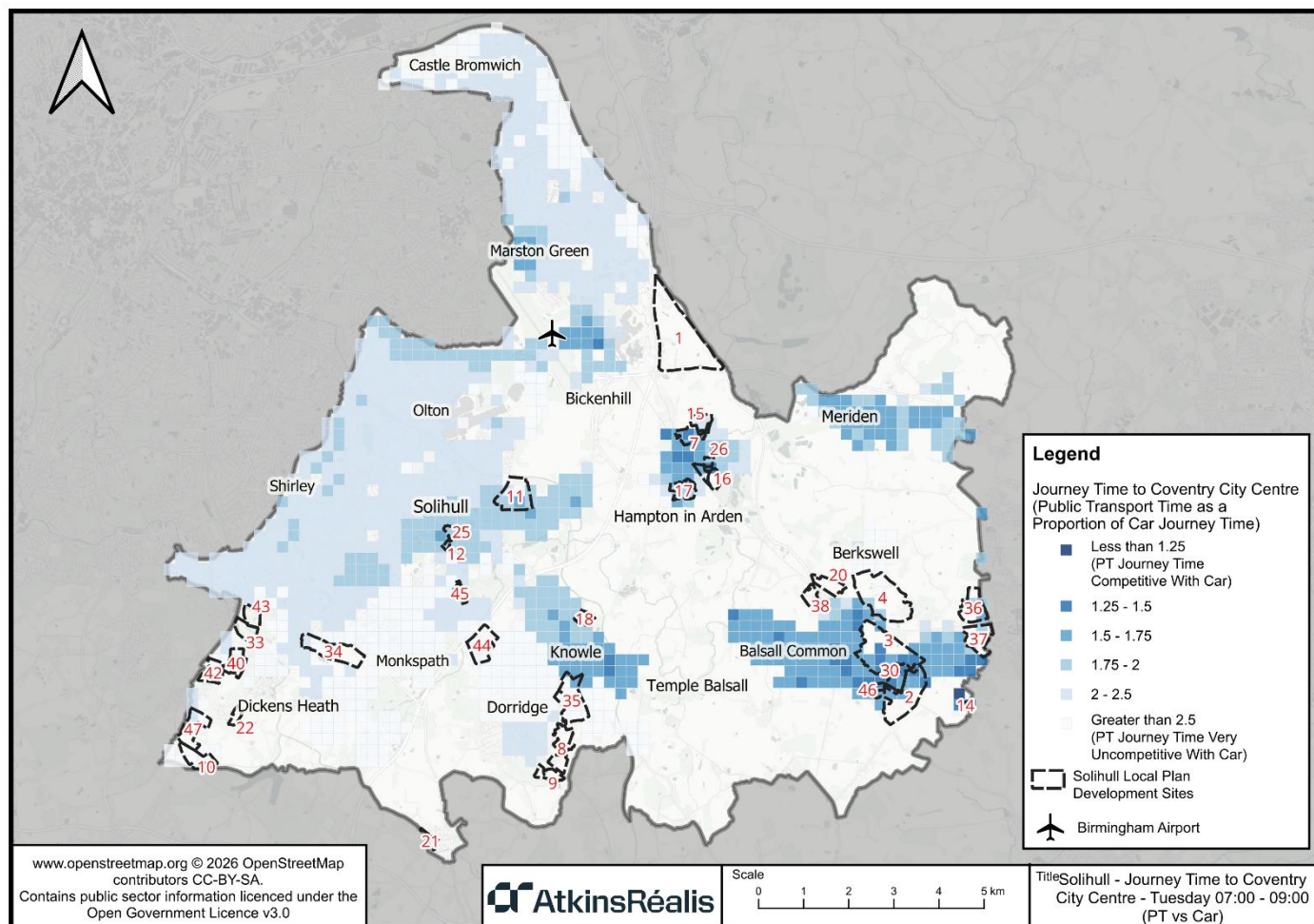
4.6.1. Figure 4-25, Figure 4-26 and Figure 4-27 present public transport journey times as a proportion of the comparable car journey times from origins points within the Borough to the three key urban centres of Solihull Town Centre, Coventry, and Birmingham.

Figure 4-25 - Journey Time To Solihull Town Centre - Tuesday 07:00–09:00 (PT vs Car)



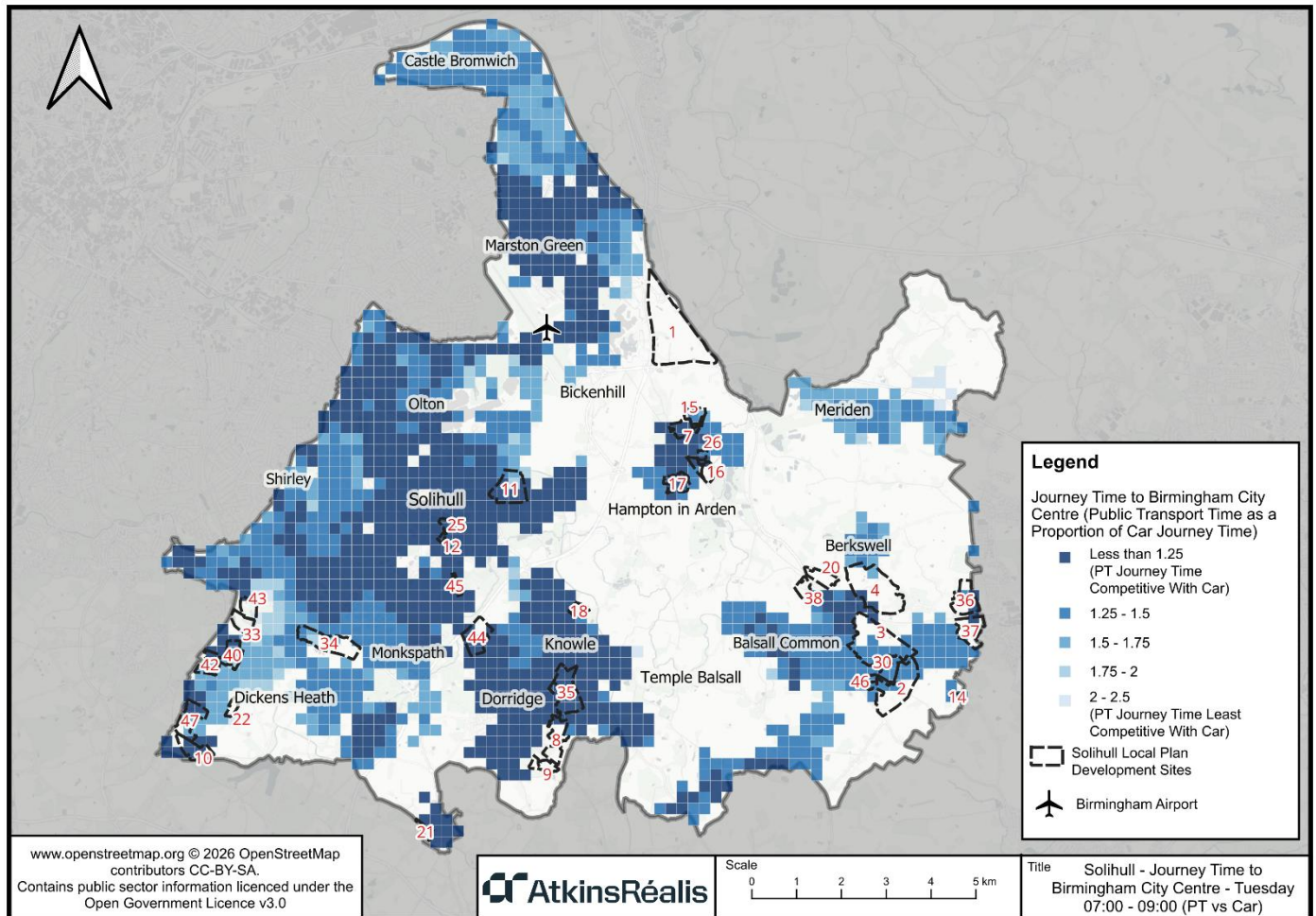
- 4.6.2. Public transport journey times are most competitive with car journey times to the north and west of Solihull Town Centre, along the corridors that display the greatest level of bus frequency (see Figure 2-7). In the settlements of Meriden, Hampton-in-Arden and Balsall Common, public transport journey times are moderately competitive with car journey times. Throughout the remaining areas of the Borough public transport journey times are more than 2.5 times than that of car journey times, highlighting how they are relatively uncompetitive.

Figure 4-26 - Journey Time To Coventry City Centre - Tuesday 07:00–09:00 (PT vs Car)



- 4.6.3. Public transport journey times to Coventry City Centre are most competitive with car journey times within Balsall Common. The settlements of Meriden, Hampton-in-Arden, and Knowle also display relatively competitive public transport journey times, relative to the rest of the Borough.
- 4.6.4. Marston Green and Birmingham Airport are the only locations in the north of the Borough that display relatively competitive public transport journey times. Rail connectivity plays a key role in these trends, with all of the settlements along the rail line between Birmingham and Coventry displaying competitive public transport journey times, compared to car travel.

Figure 4-27 - Journey Time To Birmingham City Centre - Tuesday 07:00–09:00 (PT vs Car)



- 4.6.5. Public transport journey times to Birmingham City Centre are considerably more competitive with car journey times, in comparison to journeys to Solihull Town Centre and Coventry City Centre. Much of the area surrounding Solihull Town Centre, as well as Hampton-in-Arden, Knowle and Dorridge display relatively competitive public transport journey times.
- 4.6.6. Rail connectivity plays a key role in these trends, with all of the settlements along the West Coast Main Line and Chiltern Main Line displaying competitive journey times relative to neighbouring areas. Arden Cross (1) is the most notable location that displays an uncompetitive public transport journey time to Birmingham City Centre, in comparison to the car journey time.

5. Summary of TRACC Analysis

5.1. Overview

- 5.1.1. The TRACC analysis indicates that connectivity varies significantly across the potential growth locations, with those located in and around Solihull Town Centre, Dorridge, Knowle and parts of Dickens Heath generally display higher levels of connectivity, particularly where they benefit from close proximity to existing services, employment opportunities and railway stations.
- 5.1.2. In contrast, potential growth locations around Hampton-in-Arden, Berkswell and parts of Balsall Common generally exhibit lower levels of connectivity, particularly in relation to access to local amenities by foot and access to strategic destinations by public transport. Whilst Arden Cross (1) benefits from excellent strategic connectivity by rail and road, accessibility on foot to a range of day-to-day services and amenities is currently more limited due to its location and the scale of development proposed.
- 5.1.3. These findings highlight the importance of ensuring that future growth is accompanied by measures that enhance connectivity by sustainable modes of transport, particularly at locations where existing access to services and public transport is more constrained.

5.2. Active Travel - Walking

Key Findings

- 5.2.1. Mell Square (25) and Eastgate (12) are the best-performing potential growth locations in terms of walking connectivity. Both potential growth locations are located within a 20-minute walk of all assessed local amenities and provide access to the widest range of destinations. They are also the only potential growth locations that provide walking access to a hospital. Widney Manor Road (45) demonstrates a similarly high level of connectivity to employment opportunities and further education facilities.
- 5.2.2. Potential growth locations in and around Dickens Heath also perform relatively well in terms of walking connectivity to local amenities. For example, West of Dickens Heath (40) benefits from good walking access to GP surgeries, primary schools, and sports and leisure facilities.
- 5.2.3. Arden Cross (1) is one of the lowest-performing potential growth locations in terms of walking connectivity, with access within a 20-minute walk limited to a relatively small number of destinations, principally employment areas, green spaces, and sports and leisure facilities. Compared with other potential growth locations, the range of amenities accessible on foot is relatively limited.
- 5.2.4. Potential growth locations in the vicinity of Hampton-in-Arden also exhibit poor walking connectivity, with no walking access to secondary schools, employment centres, retail centres, or supermarkets. Walking connectivity is similarly constrained at some potential growth locations in Balsall Common, particularly Balsall Common Relief Road (2), which is located on the southern edge of the settlement. As a result, the location has relatively poor walking access to a range of day-to-day services, including primary and secondary schools, GP surgeries, and supermarkets.

Implications for Delivery

- 5.2.5. The walking connectivity analysis indicates that several potential growth locations currently have limited access to local amenities and key destinations by foot. This is particularly evident at potential growth locations located on the edge of existing settlements or within areas with a more limited range of services and facilities, including parts of Hampton-in-Arden and Balsall Common.
- 5.2.6. To ensure that development in these locations can be delivered sustainably, a combination of transport interventions and the provision of new local services and facilities will be required. Transport interventions are likely to include new or enhanced pedestrian connections, improved footway infrastructure and additional crossing facilities. Without such measures, future residents may be required to travel greater distances to access day-to-day services, increasing the likelihood of car dependency and reducing the overall sustainability of these locations.
- 5.2.7. The analysis demonstrates a clear spatial pattern across the Borough. Potential growth locations within and around Solihull Town Centre, including Mell Square (25) and Eastgate (12), exhibit the strongest levels of walking connectivity. Potential growth locations in the eastern part of the Borough, particularly around Balsall Common and Hampton-in-Arden, generally display the weakest walking connectivity. This reflects the more dispersed nature of development and the lower concentration of services and amenities within these areas.

5.3. Active Travel - Cycling

Key Findings

- 5.3.1. The analysis indicates that several potential growth locations within the Borough benefit from good cycling connectivity to secondary schools, employment centres and supermarkets. Consistent with the walking connectivity assessment, the strongest performing locations are generally those within the more urbanised parts of the Borough, including Mell Square (25) and Eastgate (12).
- 5.3.2. Whilst key destinations can be accessed within a 30-minute cycle of almost all potential growth locations, the range of accessible destinations, and therefore the level of choice available to residents, is greatest at locations in and around Solihull Town Centre and Dickens Heath.
- 5.3.3. It is important to note that the cycling connectivity assessment is based solely on the proximity of potential growth locations to amenities and other key destinations. As such, it does not account for the quality, continuity or attractiveness of existing cycling infrastructure, nor the actual or perceived safety of individual routes. The implications of these factors for the delivery of the potential growth locations are considered further in Paragraph 5.3.4.

Implications for Delivery

- 5.3.4. The cycling connectivity analysis demonstrates that cycling can provide access to a substantially wider range of amenities and key destinations than walking, reflecting the greater distances that can be travelled within a reasonable journey time. This highlights the important role that cycling can play in extending access to services and facilities where potential growth locations are situated beyond convenient walking distance.
- 5.3.5. However, the presence of destinations within a feasible cycling distance does not necessarily mean that residents will choose to cycle. The uptake of cycling as an everyday mode of transport will depend on the availability of safe, direct and high-quality cycling infrastructure. As outlined in Paragraph 2.1.7, the Borough's existing cycling network is relatively limited and lacks continuity in many locations, reducing the attractiveness and practicality of cycling for day-to-day journeys.

- 5.3.6. To support the sustainable delivery of potential growth locations, development should be accompanied by on-site and, where necessary, off-site cycling infrastructure improvements. In particular, high-quality cycling routes designed in accordance with the principles of LTN 1/20 should be provided to connect potential growth locations with key destinations, including secondary schools, employment areas, local centres and railway stations.
- 5.3.7. The analysis indicates that most of the potential growth locations are situated within a 30-minute cycle of key destinations, including secondary schools, employment centres and supermarkets. Connectivity is generally strongest in the northern and western parts of the Borough, reflecting the concentration of services, employment opportunities and transport infrastructure within these areas. Whilst potential growth locations around Balsall Common and Hampton-in-Arden also benefit from a degree of cycling connectivity, the range and diversity of destinations accessible within a 30-minute cycle is typically lower than elsewhere in the Borough.
- 5.3.8. Overall, the analysis suggests that cycling has significant potential to support sustainable travel to and from many potential growth locations. However, realising this potential will depend on the delivery of a coherent network of cycling infrastructure that enables safe, direct and attractive journeys to key destinations. Without such improvements, the practical benefits of proximity to amenities may not be fully realised, limiting the role of cycling in reducing car dependency.

5.4. Public Transport

Key Findings

- 5.4.1. Mell Square (25) and Eastgate (12) are the strongest-performing potential growth locations in terms of public transport connectivity. Both potential growth locations benefit from excellent access to the three principal urban centres, as well as employment centres, retail destinations and hospitals. This reflects their location within Solihull Town Centre, which benefits from frequent rail services on the Chiltern Main Line and a comprehensive bus network providing connections to key destinations, including Birmingham City Centre, Jaguar Land Rover and Birmingham Business Park. Potential growth locations in Dorridge also perform well due to their proximity to the Chiltern Main Line, although the range and frequency of local bus services is more limited than in Solihull Town Centre.
- 5.4.2. Potential growth locations in the vicinity of Hampton-in-Arden also demonstrate relatively strong levels of public transport connectivity. This is largely attributable to Hampton-in-Arden railway station, which provides direct rail connections to Birmingham, Coventry and a wider range of regional destinations via the West Coast Main Line corridor. As a result, several key destinations can be accessed within acceptable public transport journey times.
- 5.4.3. In contrast, Arden Cross (1) is one of the lowest-performing potential growth locations in terms of public transport connectivity, with none of the three principal urban centres accessible within a 60-minute public transport journey. Public transport connectivity is also comparatively weak at some potential growth locations in Balsall Common, particularly those located furthest from Berkswell Railway Station, such as Balsall Common Relief Road (2). The distance from higher-frequency public transport services reduces accessibility to key destinations compared with better-connected locations elsewhere in the Borough.

Implications for Delivery

- 5.4.4. The public transport analysis indicates that connectivity is strongest at potential growth locations situated close to railway stations, frequent bus corridors and established urban centres. Conversely, locations with

weaker public transport connectivity are more likely to be reliant on private car travel unless improvements are made to service frequency, route coverage, stop accessibility and interchange opportunities.

- 5.4.5. This is particularly relevant for larger growth allocations, where the scale of development may provide opportunities to support enhanced public transport provision. Potential measures could include new or improved bus services, enhanced walking and cycling connections to public transport stops, improved interchange with rail services, and other targeted public transport interventions. Such measures should be considered as part of the development of potential growth locations to ensure they are well integrated with the Borough's wider public transport network.
- 5.4.6. Compared with the active travel assessments, the public transport analysis demonstrates a more varied pattern of connectivity across the Borough. Connectivity is strongly influenced by proximity to the rail network, particularly the West Coast Main Line and Chiltern Main Line, both of which pass through the Borough. Whilst bus services also play an important role in supporting accessibility, their influence is generally more localised, particularly in settlements without direct rail access, such as Knowle.
- 5.4.7. Arden Cross (1) emerges as the lowest-performing potential growth location in terms of public transport connectivity, reflecting its limited accessibility to the three principal urban centres within the assessment thresholds. Potential growth locations on the periphery of Balsall Common also perform relatively poorly, particularly those located further from Berkswell Railway Station, such as Balsall Common Relief Road (2).

5.5. Car

Key Findings

- 5.5.1. Car journey times to the three principal urban centres of Solihull, Coventry and Birmingham broadly reflect the geographic distribution of the potential growth locations, with journey times generally increasing with distance from each destination. However, locations situated close to the A45, which forms a key corridor between Birmingham and Coventry, benefit from comparatively shorter journey times to both centres than potential growth locations located further south, including those in Knowle, Dorridge and Widney Manor.
- 5.5.2. The potential growth locations that benefit most from proximity to the A45 include Arden Cross (1) and those in the vicinity of Hampton-in-Arden. Their location adjacent to the strategic road network provides particularly strong accessibility by private car to Birmingham, Coventry and the wider region.

Implications for Delivery

- 5.5.3. The car connectivity analysis indicates that many of the potential growth locations benefit from good accessibility by private vehicle when compared with other modes of transport. Whilst this supports access to employment, services and wider destinations, it also highlights a risk that locations with comparatively weak active travel and public transport connectivity could become increasingly reliant on private car travel.
- 5.5.4. These findings should therefore be considered alongside the walking, cycling and public transport assessments to identify where sustainable transport interventions are most needed. In particular, potential growth locations that benefit from strong highway accessibility but comparatively weak connectivity by sustainable modes should be prioritised for measures that reduce reliance on the private car. Such measures will be important both in promoting sustainable travel patterns and in minimising the impact of future development on the local highway network.
- 5.5.5. Car journey times to the three principal urban centres of Solihull, Coventry and Birmingham broadly reflect the geographical distribution of the potential growth locations, with journey times generally increasing with

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distance. However, locations in the northern part of the Borough typically benefit from shorter journey times than similarly distant locations in the south due to their proximity to the A45, a key strategic corridor linking Birmingham and Coventry.

- 5.5.6. Arden Cross (1) benefits from particularly strong highway connectivity, owing to its location adjacent to both the A45 and the M42. As a result, the location offers some of the shortest car journey times to the three principal urban centres. However, unless significant improvements are made to walking, cycling and public transport connectivity, there is a risk that a high proportion of journeys could be undertaken by private car, potentially undermining wider sustainable transport objectives.

5.6. TRACC Analysis/DfT Connectivity Score Comparison

- 5.6.1. The TRACC analysis broadly validates the spatial patterns identified by the DfT Connectivity Tool. Areas identified by the DfT as exhibiting strong connectivity, particularly Solihull Town Centre and the urbanised western part of the Borough, demonstrate stronger connectivity to the key trip attractors and amenities assessed within the TRACC analysis. Conversely, locations in the rural east of the Borough, including Hampton-in-Arden, Berkswell and Temple Balsall, consistently perform less strongly with regard to connectivity.
- 5.6.2. The TRACC analysis has enabled a better understanding of the drivers behind the DfT's Connectivity Scores, identifying whether poor connectivity results from limited public transport provision, a lack of nearby services, low service frequencies, or poor walking and cycling connectivity. This provides a stronger evidence base for identifying mitigation measures and infrastructure requirements associated with the potential growth locations.

6. Summary and Conclusion

6.1. Summary

- 6.1.1. The analysis presented in this report has assessed the existing connectivity of the potential growth locations across the Borough to inform the Local Plan Transport Evidence Base. Through the application of the DfT Connectivity Tool and TRACC software, the assessment has identified the relative strengths and weaknesses of each location in terms of access to key services, employment opportunities and transport networks.
- 6.1.2. The assessment identifies a clear distinction between potential growth locations situated within the more urbanised western parts of the Borough and those located within the more rural eastern areas. Locations in and around Solihull Town Centre, Knowle, Dorridge and parts of Dickens Heath generally demonstrate the strongest performance across walking, cycling and public transport modes. Their proximity to existing services, public transport infrastructure and local centres places them in a strong position to support sustainable travel patterns.
- 6.1.3. In contrast, potential growth locations around Hampton-in-Arden, Balsall Common and Arden Cross exhibit greater connectivity constraints. Whilst some of these locations benefit from good strategic rail and highway connectivity, more limited access to local services by foot, lower levels of public transport provision and reduced active travel connectivity increase the risk of car dependency unless supported by targeted transport and land-use interventions.
- 6.1.4. Table 6-1 summarises the findings of the assessment, identifying the relative connectivity performance of each growth area and the broad level of intervention likely to be required to support sustainable development. The analysis demonstrates that, whilst many potential growth locations can be brought forward sustainably, some will require a greater degree of investment in active travel infrastructure, public transport improvements and the provision of local services and facilities to ensure that future residents have realistic and attractive alternatives to private car travel.

Table 6-1 - Summary of Connectivity Challenges by Area

Broad Geographic Area	Existing Connectivity	Key Connectivity Challenges	Relative Risk of Car Dependency	Indicative Scale of Intervention Required
Solihull Town Centre	High	No significant challenges – area benefits from strong performance across walking, cycling, and public transport modes.	Low	Low
Knowle, Dorridge and Widney Manor	High	Some gaps in local walking connectivity and bus provision outside rail corridors.	Low to Medium	Low to Medium
Dickens Heath and Wythall	High	Public transport connectivity weaker than active travel connectivity in some locations.	Low to Medium	Low to Medium
Tile Hill	Medium	Limited access to some local services by walking and public transport.	Medium	Medium
Hampton-in-Arden and Meriden	Medium to Low	Limited bus provision, reliance on rail connectivity, constrained walking connectivity to services.	Medium to High	High
Balsall Common	Medium to Low	Limited bus provision, reliance on rail connectivity, gaps in footway infrastructure and access to employment and key services.	Medium to High	High
Arden Cross	Low (current baseline)	Weak walking and public transport performance, limited access to day-to-day services, connectivity dependent on future transport investment.	High	Very High ¹³

6.1.5. Importantly, Table 6-1 is not intended to prioritise potential growth locations or determine the suitability of potential growth locations for residential development. Instead, it provides an indication of the relative scale of connectivity improvements likely to be required to reduce the risk of car dependency. The findings should be considered as potential growth locations are brought forward and used by both developers and SMBC, in its role as Local Highway Authority, to inform the planning and delivery of transport interventions.

6.1.6. Whilst all potential growth locations could potentially be supported through appropriate transport investment, the assessment demonstrates that some locations are better positioned than others to accommodate growth with comparatively limited intervention. In general, potential growth locations within the western and more urbanised parts of the Borough are better placed to support sustainable travel patterns and may require relatively modest enhancements to existing infrastructure. In contrast, potential

¹³ It is recognised that HS2 Interchange Station will be located at the heart of the Arden Cross development and that the potential growth location will be connected to Birmingham International Station via the proposed Automated People Mover (APM). These interventions, alongside measures such as the introduction of new bus services, high-quality walking and cycling connections, and the provision of local services and amenities, reflect the scale of investment required to address the location's existing connectivity constraints. Collectively, these measures have the potential to significantly enhance accessibility by sustainable modes and support the delivery of Arden Cross as a sustainable mixed-use development from a transport perspective.

growth locations within the eastern and more rural parts of the Borough are likely to require more substantial investment in active travel infrastructure, public transport services, and local facilities to reduce reliance on private car travel and align with the wider objectives of the Local Plan.

- 6.1.7. The findings therefore suggest that potential growth locations should not be considered solely on the basis of their existing connectivity performance. Rather, the analysis should be used alongside the wider Local Plan evidence base to understand the scale of transport investment and supporting infrastructure that may be required to accommodate development sustainably. In this regard, the assessment should be viewed as an indicator of infrastructure dependency and delivery risk, helping to identify those locations that may require more significant intervention to achieve sustainable transport outcomes.
- 6.1.8. Collectively, these findings provide a robust evidence base to support infrastructure planning and future transport assessment work. The analysis does not determine whether a growth location should or should not be allocated for development. Instead, it identifies the relative scale of transport and infrastructure investment likely to be required to support sustainable growth and should be considered alongside the Traffic Impact Report and other elements of the Local Plan Transport Evidence Base when determining the interventions necessary to deliver appropriate levels of future connectivity.

6.2. Conclusion

- 6.2.1. The findings of this assessment should be used by both developers and SMBC, in its role as Local Highway and Local Planning Authority, alongside the wider Local Plan evidence base as potential growth locations come forward. The analysis does not determine whether a potential growth location should or should not be developed; rather, it identifies the relative scale of transport intervention likely to be required to support sustainable development from a transport perspective.
- 6.2.2. Potential growth locations with stronger existing connectivity are generally better placed to accommodate development with comparatively limited intervention, whilst those with lower levels of connectivity are likely to require more significant investment in active travel infrastructure, public transport provision and local services. The recommendations set out below are identified as having the greatest potential to improve accessibility and support sustainable travel across the Borough. These measures are likely to be particularly important in areas currently exhibiting lower levels of connectivity.
- **Strategic footway improvements:** Many of the lower-performing potential growth locations are constrained by limited walking access to local amenities, schools, healthcare facilities and public transport services. Future development should therefore be supported by strategic walking improvements, including new footways, upgraded pedestrian routes and enhanced crossing facilities. These interventions are likely to be particularly important in the more rural eastern parts of the Borough, where settlements are generally less well connected to nearby destinations. Improvements to walking routes will also help expand the catchment of existing public transport services.
 - **Delivery of a connected Borough wide cycling network:** The assessment has identified that the Borough's cycling infrastructure is fragmented and does not currently provide a coherent network. The delivery of a connected cycling network, consistent with the Borough's LCWIP, would significantly improve accessibility. This is particularly relevant for potential growth locations around Knowle, Dorridge, Dickens Heath and Widney Manor, where many key destinations are within a realistic cycling distance but may not currently be connected by high-quality cycling infrastructure.
 - **Improved sustainable access to railway stations:** The analysis demonstrates the critical role that rail services play in supporting public transport connectivity across the Borough. Public transport



accessibility is generally strongest where railway stations are readily accessible. Future interventions should therefore focus on improving access to stations through enhanced pedestrian and cycling routes, improved interchange with local bus services, secure cycle parking, upgraded wayfinding and other first- and last-mile improvements. Given the level of growth proposed across the Borough, improving access to rail services is likely to play an important role in accommodating future travel demand sustainably. Alongside this, SMBC and developers should work collaboratively to explore opportunities to increase rail service frequency within the Borough, through engagement with key stakeholders such as West Midlands Combined Authority, and Train Operating Companies.

- **Enhancement and expansion of bus services:** Several potential growth locations are not situated within convenient walking distance of a railway station and will therefore be more reliant on bus services to provide access to employment, education, healthcare and other destinations. In addition to enhancements to existing services, consideration should be given to new bus routes serving emerging development areas, particularly from first occupation. Improvements should address not only service frequency and coverage, but also passenger experience through high-quality stops, real-time information, accessible infrastructure and onboard passenger information systems.
- **Delivery of local services and facilities:** The assessment has highlighted that lower levels of accessibility are often driven not only by transport provision but also by the limited availability of local services and amenities. Where appropriate, larger potential growth locations should incorporate local centres comprising facilities such as convenience retail, community uses, healthcare provision and other everyday services. These should be integrated with walking, cycling and public transport infrastructure to reduce the need to travel and encourage local trips to be made by sustainable modes.

6.2.3. Collectively, these interventions have the potential to improve connectivity, reduce reliance on private car travel and support the sustainable delivery of growth across the Borough. The specific scale and nature of intervention required will vary by location and should be determined through the planning process.

AtkinsRéalis



AtkinsRéalis UK Limited
Two Chamberlain Square
Paradise Circus
Birmingham
B3 3AX

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