



SOLIHULL LOCAL PLAN TRANSPORT EVIDENCE BASE

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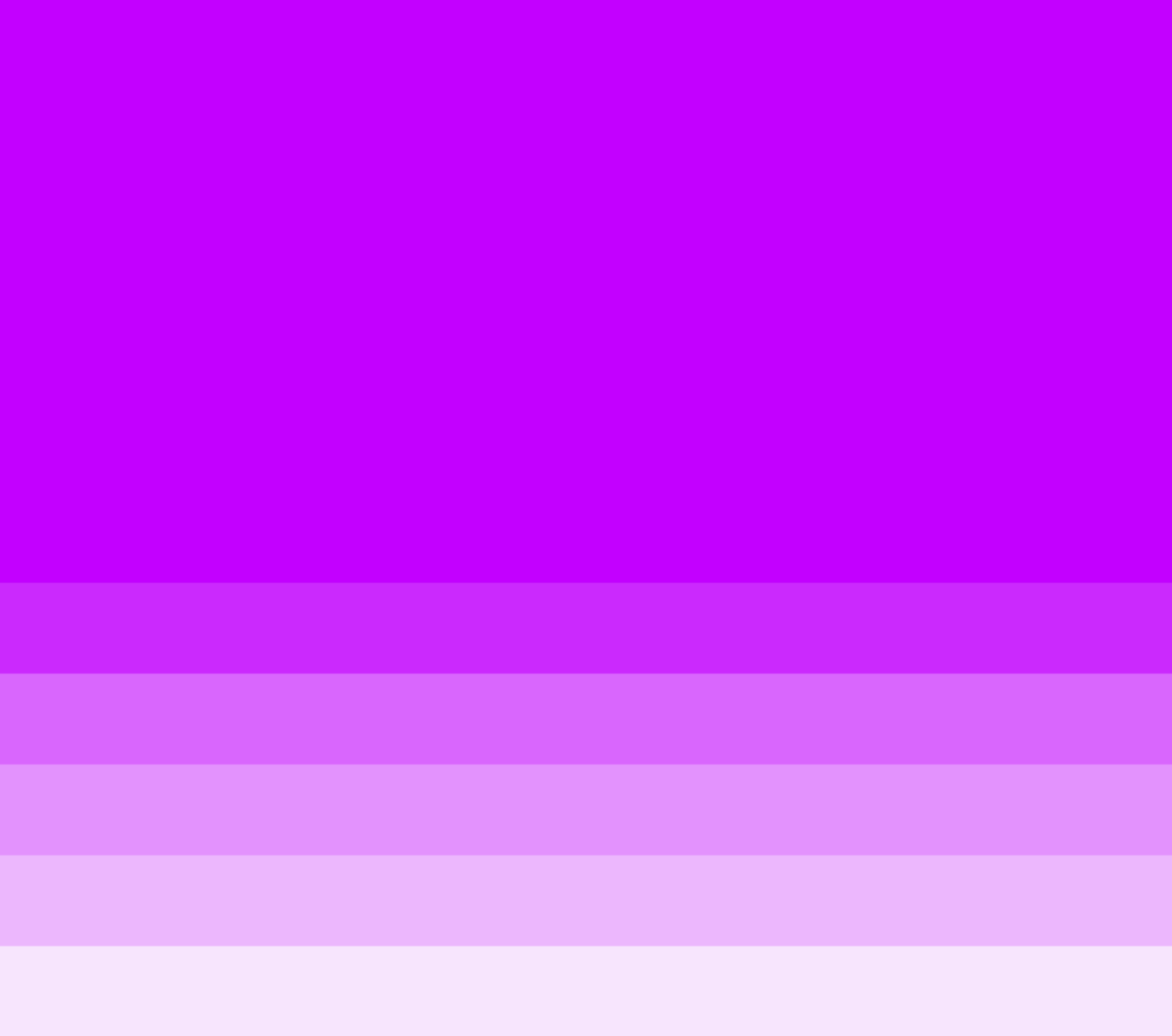
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1. Introduction

1.1. Background

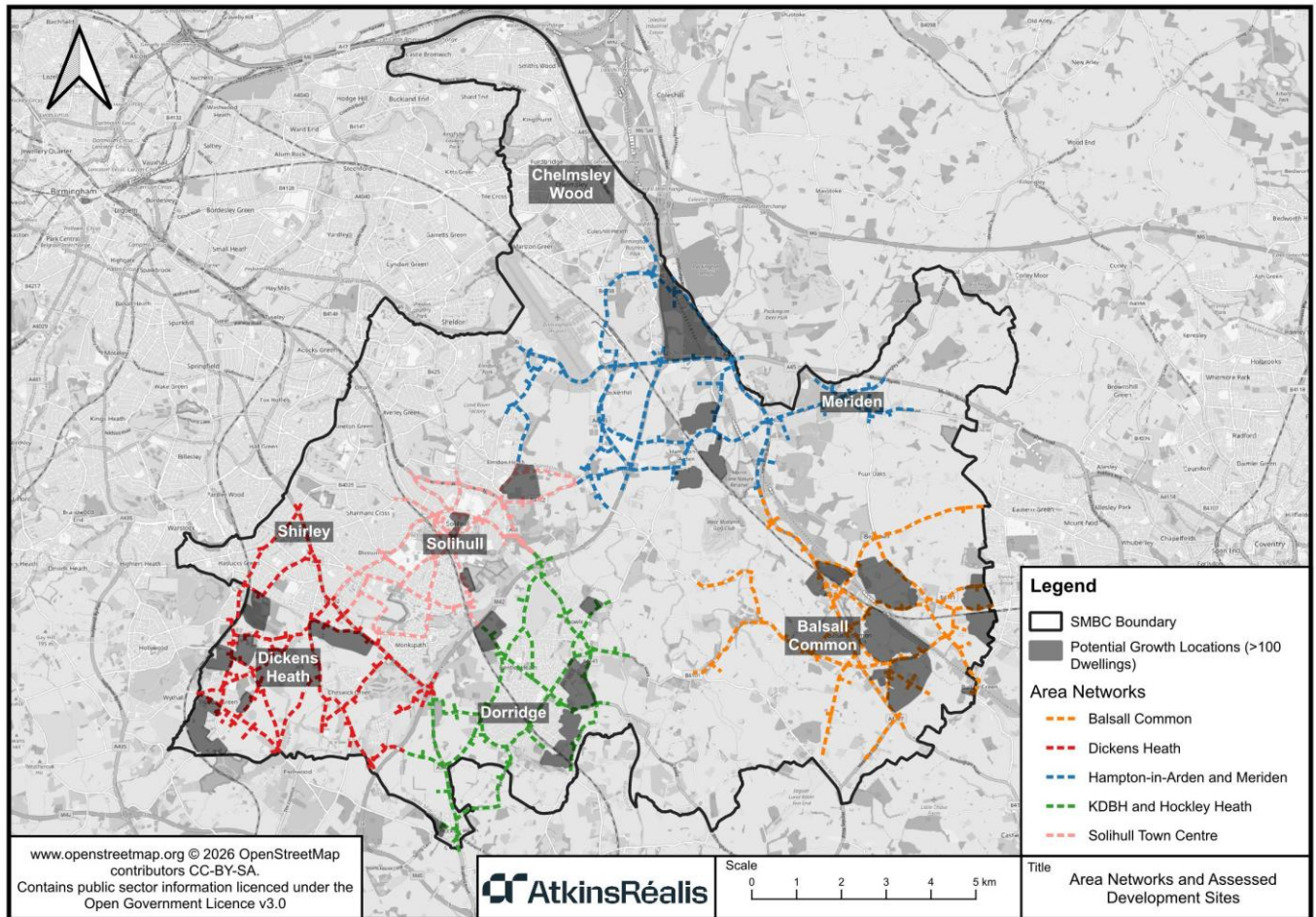
- 1.1.1. Following Solihull Metropolitan Borough Council's (SMBC) decision to withdraw the previous Draft Local Plan in October 2024, SMBC has requested consultancy support from AtkinsRéalis to produce a revised Transport Evidence Base to support the Local Plan refresh. The new Local Plan will cover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

1.2. Report Purpose

- 1.2.1. This Traffic Impact Report has been prepared by AtkinsRéalis to support the revised Local Plan Transport Evidence Base and provide an initial assessment of the potential highway impacts associated with the proposed housing growth across the Borough over the new Local Plan period (2028 to 2043).
- 1.2.2. This report assesses the forecast increase in vehicular traffic generated by the potential growth locations, which have been identified by SMBC through the Call for Sites process. The assessment quantifies the forecast vehicular trip generation associated with the potential growth locations and assigns these trips onto the local highway network, to identify the junctions across the Borough where traffic growth is likely to occur, and subsequently, where additional pressure on the highway network may arise.
- 1.2.3. The assessment focuses on five areas of the Borough where clusters of housing growth are anticipated (see Figure 1-1). These study areas are:
- Balsall Common;
 - Dickens Heath;
 - Hampton-in-Arden and Meriden;
 - Knowle, Dorridge and Hockley Heath; and
 - Solihull Town Centre.



Figure 1-1 - Assessment Study Areas



- 1.2.4. The findings of this report will form part of the Local Plan Transport Evidence Base and will help identify locations where development-related traffic is expected to result in increased demand on the highway network. The outputs will assist SMBC in understanding the traffic implications associated with the potential growth locations, and consequently, the locations on the highway network that may require mitigation, to ensure that the forecast growth can be accommodated.
- 1.2.5. In total, the assessment considers 35 potential growth locations comprising 17,983 dwellings (see Table 1-1). These potential growth locations represent approximately 78% of the total housing growth proposed across the Borough, over the new Local Plan period. The remaining 22% comprises potential growth locations that are forecast to accommodate less than 100 dwellings, those that are located outside of the assessment study areas (as shown on Figure 1-1), and 'windfall sites', which comprise new dwellings that are forecast to be delivered across the Borough on an individual basis.

Table 1-1 - Summary of the Potential Growth Locations

Area Network	Total Potential Growth Locations (> 100 Dwellings)	Total Dwellings
Balsall Common	10	5,987
Dickens Heath	8	3,782
Hampton-in-Arden and Meriden	7	3,050
Knowle, Dorridge and Hockley Heath	6	2,373
Solihull Town Centre	4	2,791
Total	35	17,983

1.3. Limitations of the Assessment

1.3.1. This Traffic Impact Report provides a high-level assessment of the traffic impacts associated with the potential growth locations and should be considered in the context of the following limitations:

- The assessment only considers potential growth locations comprising 100 dwellings or more;
- The assessment has been undertaken using a static traffic assignment methodology. It does not therefore account for dynamic traffic reassignment that may occur as travel patterns adapt to changing traffic conditions;
- The cumulative traffic impact of the Local Plan growth across the different study areas has not been assessed as part of this Traffic Impact Report. As an example, the analysis does not consider the traffic impacts of housing growth in Balsall Common on the other assessment study areas; and
- No assumptions have been made regarding future mitigation measures, highway infrastructure improvements, travel planning initiatives, or changes in travel behaviour that may influence future traffic demand.

1.3.2. As a result of these limitations, a PRISM Modelling Report has also been prepared, as part of the Transport Evidence Base. The PRISM Modelling Report details the findings of a comprehensive cumulative traffic impact assessment which quantifies the combined effects of the proposed residential and employment growth across the Borough. The assessment has been undertaken using Transport for West Midlands' (TfWM) Policy Responsive Integrated Strategic Model (PRISM). The findings of this Traffic Impact Report are intended to complement the findings of the PRISM Modelling Report.

1.4. Traffic Data

1.4.1. To inform the revised Transport Evidence Base to support the Local Plan refresh, AtkinsRéalis commissioned 92 Classified Turning Counts (CTCs) and 32 link counts to be undertaken across the Borough in May 2025. The link counts comprised 23 Automatic Traffic Counts (ATCs) and 9 video-based counts.

1.4.2. CTCs were undertaken on Thursday 8th May, over a 24-hour period. ATCs were undertaken over seven days between Monday 5th May and Sunday 11th May, whilst the video-based link counts were also undertaken over seven days, between Wednesday 7th May and Tuesday 13th May.



1.5. Report Structure

1.5.1. This Traffic Impact Report has been structured around five assessment study areas where clusters of residential growth are anticipated over the new Local Plan period. These are:

- Balsall Common;
- Dickens Heath;
- Hampton-in-Arden and Meriden;
- Knowle, Dorridge and Hockley Heath; and
- Solihull Town Centre.

1.5.2. Each section provides details of the potential growth locations and associated number of dwellings within each assessment study area, together with an overview of the existing baseline traffic conditions. The methodology and results of the vehicular trip generation, distribution and assignment process are then presented, followed by an assessment of the forecast traffic impacts. Each section concludes with a summary of the key findings for the respective assessment study area.



2. Balsall Common Study Area

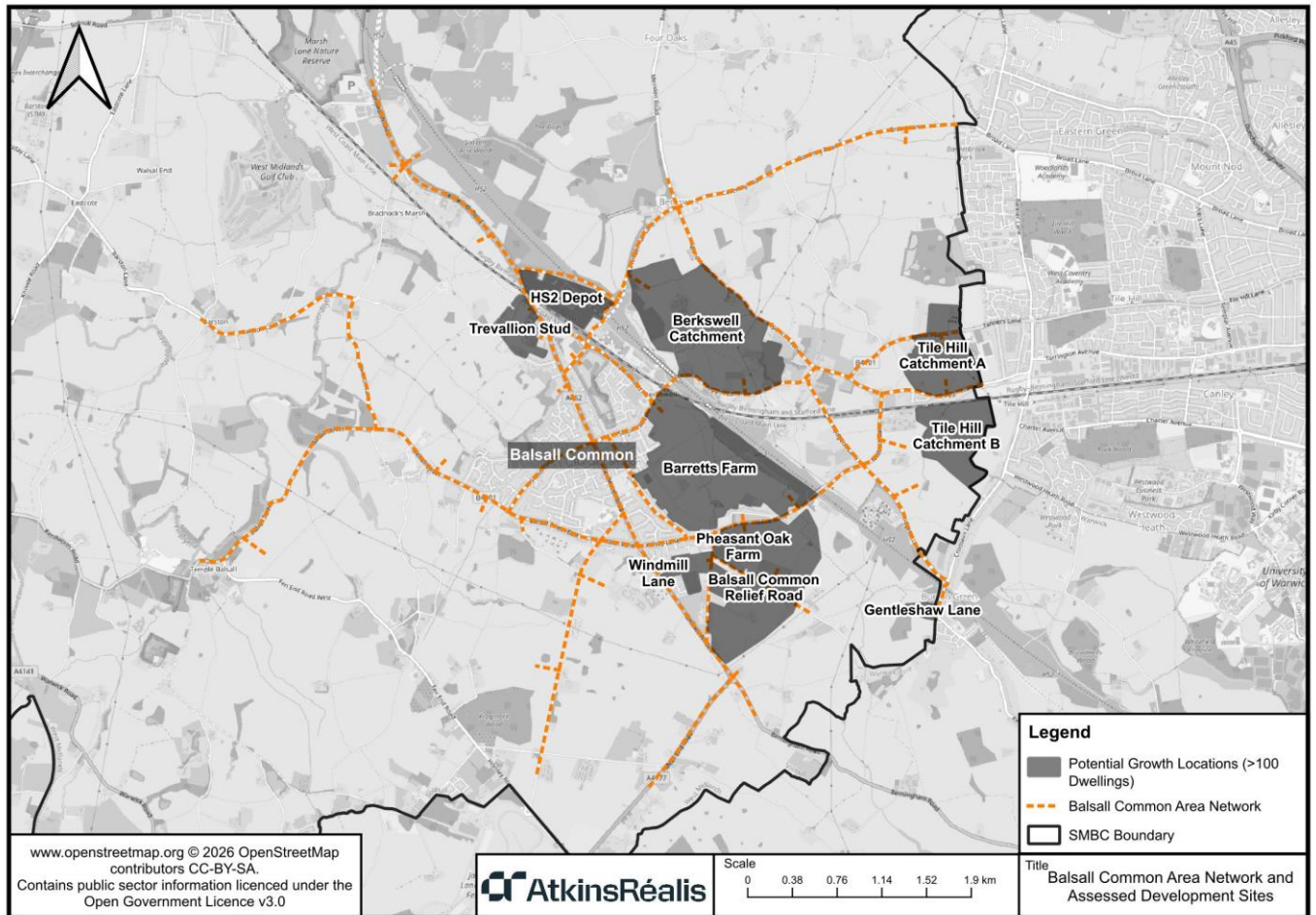
2.1. Potential Growth Locations

2.1.1. This section considers the traffic impacts associated with the delivery of 5,987 dwellings within the Balsall Common study area over the Local Plan period 2028-2043. The proposed dwellings are distributed across ten potential growth locations, as identified in Table 2-1 and on Figure 2-1.

Table 2-1 - Summary of Potential Growth Locations (Balsall Common)

Potential Growth Locations	Proposed Number of Dwellings
Balsall Common Relief Road	1,100
Barretts Farm	1,160
Berkswell Catchment	1,350
Gentleshaw Lane	145
HS2 Depot	360
Pheasant Oak Farm	240
Tile Hill Catchment A	607
Tile Hill Catchment B	583
Trevallion Stud	310
Windmill Lane	132
Total	5,987

Figure 2-1 - Distribution of Potential Growth Locations (Balsall Common)



2.2. Baseline Traffic Flows

- 2.2.1. As outlined in Section 1.4, to inform the revised Transport Evidence Base, AtkinsRéalis commissioned traffic surveys across the Borough in May 2025. In total, 17 CTCs and 3 ATCs were undertaken within the Balsall Common study area (see Figure 2-2).
- 2.2.2. A summary of the baseline traffic flows within the Balsall Common study area is provided in Table 2-2.

Figure 2-2 - Traffic Survey Locations (Balsall Common)

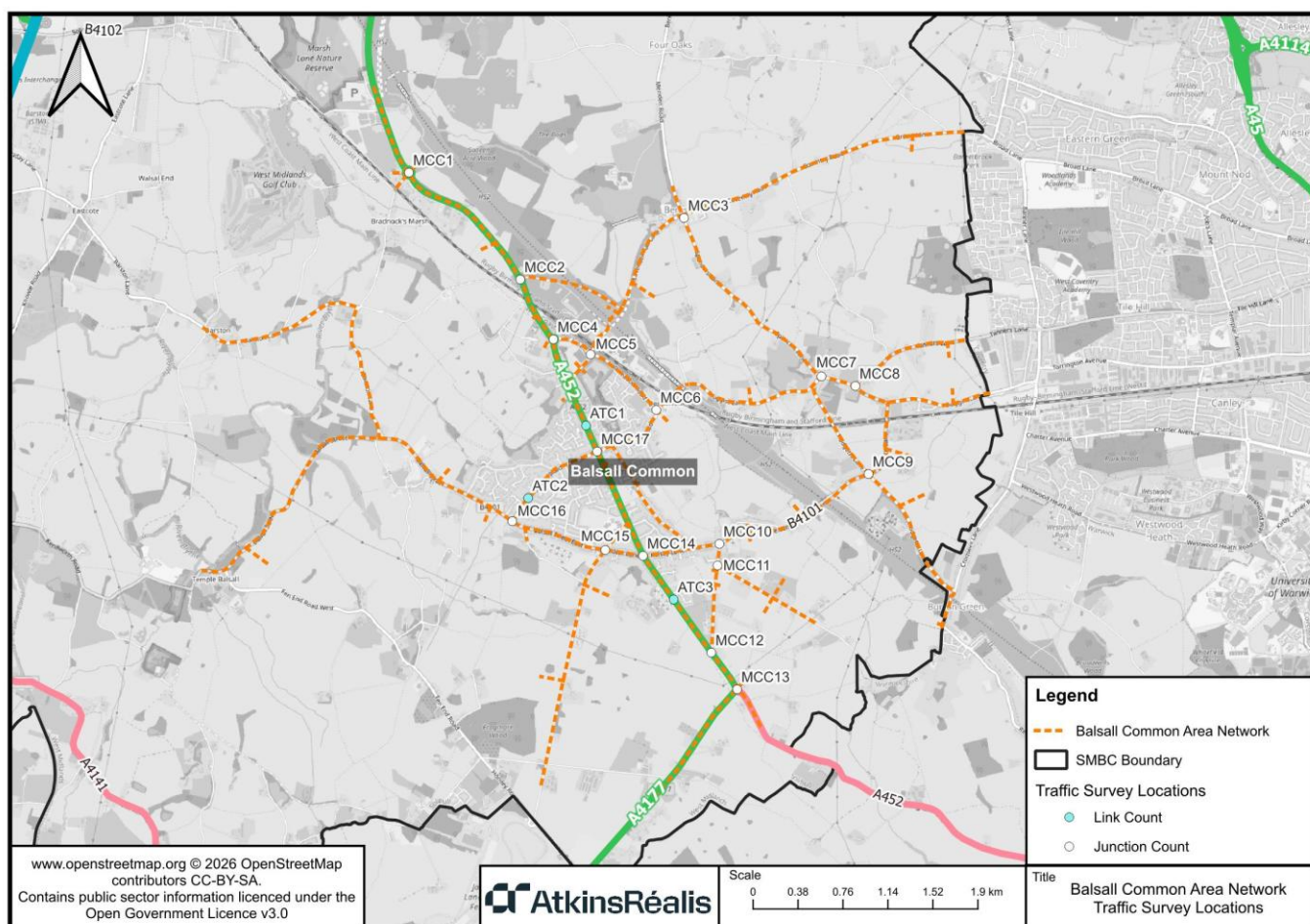


Table 2-2 - Baseline Traffic Flow Summary (Balsall Common)

Count ID	Location	AM Peak Total Junction Flow	PM Peak Total Junction Flow
MCC 1	Kenilworth Road / Bradnocks Marsh Lane	1,429	1,669
MCC 2	Kenilworth Road / Park Lane	1,317	1,535
MCC 3	Meriden Road / Coventry Road / Lavender Hall Lane / Spencers Lane	741	724
MCC 4	Kenilworth Road / Hallmeadow Road	1,339	1,492
MCC 5	Lavender Hall Lane / Hallmeadow Road	523	465
MCC 6	Station Road / Hallmeadow Road	525	459
MCC 7	Spencers Lane / Truggist Lane	679	689
MCC 8	Spencers Lane / Tanners Lane	716	678
MCC 9	Hodgetts Lane / Waste Lane	779	769
MCC 10	Kelsey Lane / Waste Lane / Windmill Lane	806	786
MCC 11	Windmill Lane / Hob Lane	394	437
MCC 12	Kenilworth Road / Windmill Lane	1,211	1,373
MCC 13	Kenilworth Road / Meer End Road / Birmingham Road	1,486	1,639
MCC 14	Kenilworth Road / Alder Lane / Kelsey Lane	1,377	1,461
MCC 15	Balsall Street East / Gipsy Lane / Alder Lane / Holly Lane	759	820
MCC 16	Balsall Street / Station Road / Balsall Street East	680	695
MCC 17	Kenilworth Road / Station Road	1,874	1,946
Count ID	Location	AM Peak Total Link Flow	PM Peak Total Link Flow
ATC 1	Kenilworth Road, by Turnpike Close	1,254	1,312
ATC 2	Station Road	308	270
ATC 3	Kenilworth Road, by Meer Stones Road	844	958

2.3. Vehicular Trip Generation

- 2.3.1. AtkinsRéalis has derived residential vehicular trip rates from the TRICS database using survey sites classified within the residential land use category and located in suburban, edge-of-town and neighbourhood centre settings.
- 2.3.2. The selected trip rates have been used to estimate the number of vehicular trips generated by each of the potential growth locations. Whilst the trip rates are considered appropriate for the potential growth locations within the Balsall Common study area, they should not be used in relation to any future planning application within the area. Instead, future planning applications should identify their own bespoke trip rate, which is relevant to the specific characteristics of their site.
- 2.3.3. A summary of the vehicular trip rates applied to the potential growth locations presented previously in Table 2-1 is provided in Table 2-3.



Table 2-3 - Vehicular Trip Rates Per Dwelling (Balsall Common)

Location Type	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Suburban / Edge of Town / Neighbourhood Centre	0.124	0.369	0.492	0.326	0.176	0.502

2.3.4. Table 2-4 presents the vehicular trip generation for the potential growth locations within the Balsall Common study area.

Table 2-4 - Vehicular Trip Generation (Balsall Common)

Potential Growth Location	Total Dwellings	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Balsall Common Relief Road	1,100	136	406	542	359	194	552
Barretts Farm	1,160	144	428	572	378	204	582
Berkswell Catchment	1,350	167	498	666	440	238	678
Gentleshaw Lane	145	18	54	71	47	26	73
HS2 Depot	360	45	133	177	117	63	181
Pheasant Oak Farm	240	30	89	118	78	42	120
Tile Hill Catchment A	607	75	224	299	198	107	305
Tile Hill Catchment B	583	72	215	287	190	103	293
Trevallion Stud	310	38	114	153	101	55	156
Windmill Lane	132	16	49	65	43	23	66
Total	5,987	742	2,209	2,952	1,952	1,054	3,005

2.4. Vehicular Trip Distribution

2.4.1. To understand the forecast impact of the additional trips on the highway network within the Balsall Common study area, the vehicular trip generation has been distributed using the 2011 Census Journey to Work data¹. The dataset provides information at Middle Layer Super Output Area (MSOA) level, detailing the workplace destinations of people who drive to work by car. This information has been used to provide an indication of the likely distribution of vehicular trips associated with the potential growth locations.

2.4.2. Whilst the Journey to Work dataset relates specifically to commuting trips, it is considered an appropriate proxy for establishing the general distribution of vehicular movements from a given MSOA. All of the potential growth locations within the Balsall Common study area are located within the Solihull 025 MSOA.

¹ It is important to note that 2011 Census data has been used, due to the impact of the COVID-19 pandemic on the 2021 Census Data results. Typical travel patterns were significantly disrupted at the time of the Census, and data in relation to travel behaviour is therefore considered inaccurate.

A representative trip distribution profile has therefore been developed for this MSOA and applied to the potential growth locations.

- 2.4.3. To determine the likely routing of trips between the potential growth locations and the identified workplace destinations, online journey planning software has been used to establish the most likely routes under typical highway conditions. This analysis has identified differences in travel routing between the potential growth locations located within and around Balsall Common and those situated towards the edge of Coventry. As a result, two separate AM and PM peak hour trip distribution profiles have been developed.
- 2.4.4. The resulting AM and PM peak hour vehicular trip distributions are presented in Table 2-5. Due to rounding, the totals may not sum precisely to 100%.

Table 2-5 - Vehicular Trip Distribution (Balsall Common)

To/From	AM/PM Peak Hour Vehicular Trip Distribution	
	Solihull 025 MSOA (Around Balsall Common)	Solihull 025 MSOA (Towards Coventry)
Meriden	1%	24%
Tile Hill / Coventry	12%	17%
Tile Hill	9%	26%
Kenilworth	14%	5%
JLR Fen End / Warwick	10%	9%
JLR Fen End	3%	0%
Knowle and Dorridge	5%	7%
Hampton-in-Arden	11%	2%
A45	25%	0%
Balsall Common Village Centre	11%	11%
Total	100%	100%

- 2.4.5. Figures showing the vehicular trip distribution to/from each potential growth location within the Balsall Common study area are provided in Appendix A of this Traffic Impact Report.

2.5. Forecast Traffic Impact

- 2.5.1. The vehicular trip generation of each potential growth location has been assigned to the local highway network within the Balsall Common study area, to quantify the cumulative impact of the additional trips. The limitations of this assessment, as outlined in Section 1.3 of this Traffic Impact Report, apply.
- 2.5.2. Figure 2-3 and Figure 2-4 show the percentage increase in traffic at each of the key junctions within the Balsall Common study area during the AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00), respectively. The assessment reflects the change in traffic as a result of the potential growth locations within the Balsall Common study area only. It is important to note that changes in traffic as a result of potential growth locations outside of Balsall Common have not been considered.
- 2.5.3. Summary tables outlining the forecast traffic changes at each of the key junctions within Balsall Common are provided in Appendix B of this Traffic Impact Report.



Figure 2-3 - AM Peak Traffic Increase (Balsall Common)

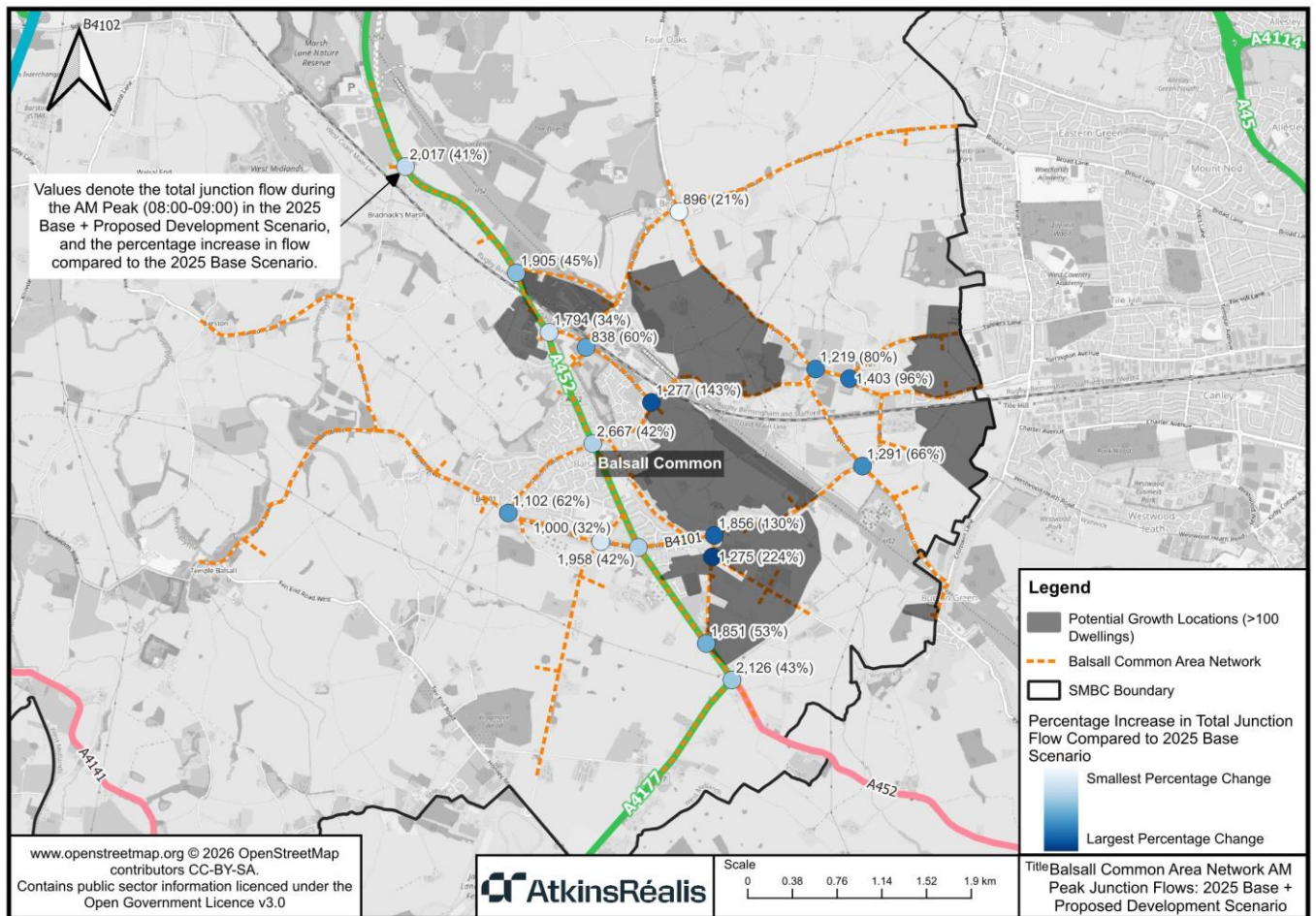
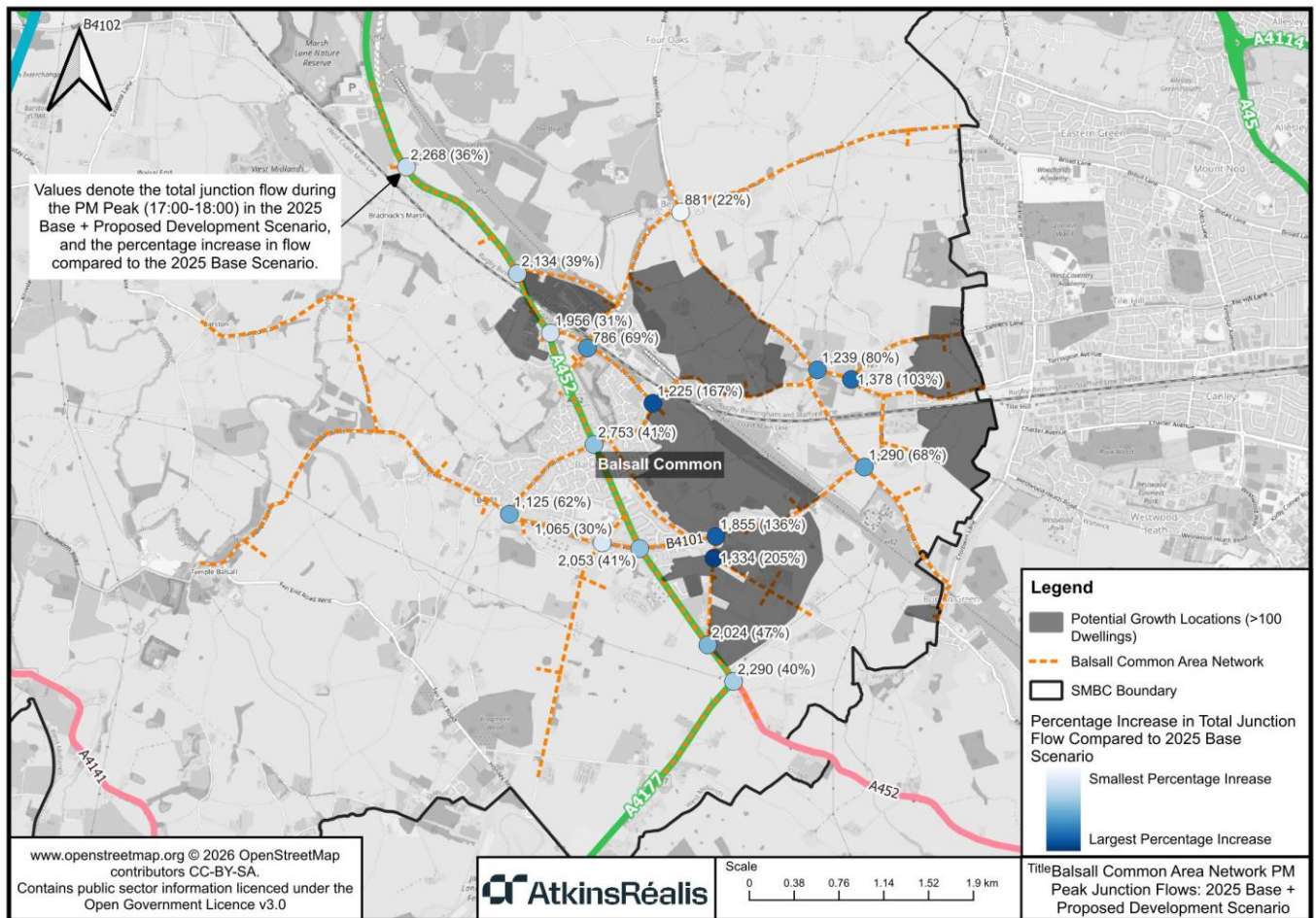


Figure 2-4 - PM Peak Traffic Increase (Balsall Common)



2.6. Summary

- 2.6.1. The assessment indicates that a number of junctions within the Balsall Common study area are likely to experience significant increases in traffic flows as a result of the potential growth locations. The largest forecast increases are at MCC 11 (Windmill Lane / Hob Lane Junction), where traffic flows are forecast to increase by 224% in the AM peak and 205% in the PM peak. Large increases are also forecast at MCC 6 (Station Road / Hallmeadow Road Roundabout) (143% AM and 167% PM), MCC 10 (Kelsey Lane / Waste Lane / Windmill Lane Junction) (130% AM and 136% PM), and MCC 8 (Spencers Lane / Tanners Lane Roundabout) (96% AM and 103% PM). These locations represent the areas where development-related traffic is anticipated to place the greatest additional demand on the local highway network.
- 2.6.2. However, the findings should be considered in the context of the limitations outlined in Section 1.3 of this report. In particular, the assessment has been undertaken using a static traffic assignment methodology and does not account for dynamic traffic reassignment that may occur as travel patterns adapt to changing traffic conditions. Furthermore, the assessment considers only the impact of the potential growth locations within the Balsall Common study area and does not account for cumulative growth elsewhere across the Borough.

3. Dickens Heath Study Area

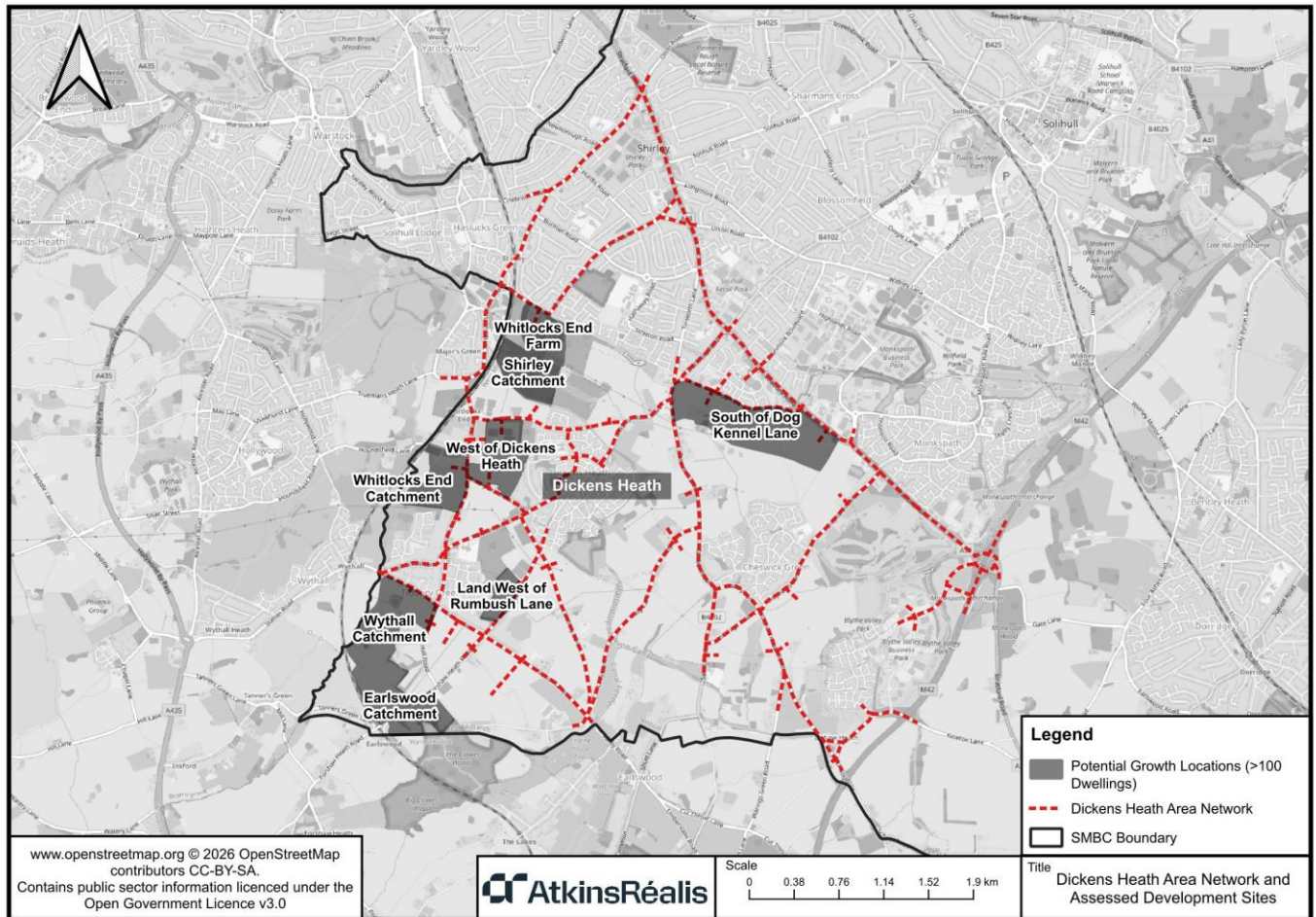
3.1. Potential Growth Locations

- 3.1.1. This section considers the traffic impacts associated with the delivery of 3,782 dwellings within the Dickens Heath study area over the Local Plan period 2028-2043. The proposed dwellings are distributed across eight potential growth locations, as identified in Table 3-1 and on Figure 3-1.

Table 3-1 - Summary of Potential Growth Locations (Dickens Heath)

Potential Growth Locations	Proposed Number of Dwellings
Earlswood Catchment	415
Land West of Rumbush Lane	110
Shirley Catchment	291
South of Dog Kennel Lane	1,195
West of Dickens Heath	450
Whitlocks End Catchment	325
Whitlocks End Farm	450
Wythall Catchment	547
Total	3,782

Figure 3-1 - Distribution of Potential Growth Locations (Dickens Heath)



3.2. Baseline Traffic Flows

- 3.2.1. As outlined in Section 1.4, to inform the revised Transport Evidence Base, AtkinsRéalis commissioned traffic surveys across the Borough in May 2025. In total, 23 CTCs and 8 ATCs were undertaken in Dickens Heath (see Figure 3-2).
- 3.2.2. A summary of the baseline traffic flows in Dickens Heath is provided in Table 3-2.

Figure 3-2 - Traffic Survey Locations (Dickens Heath)

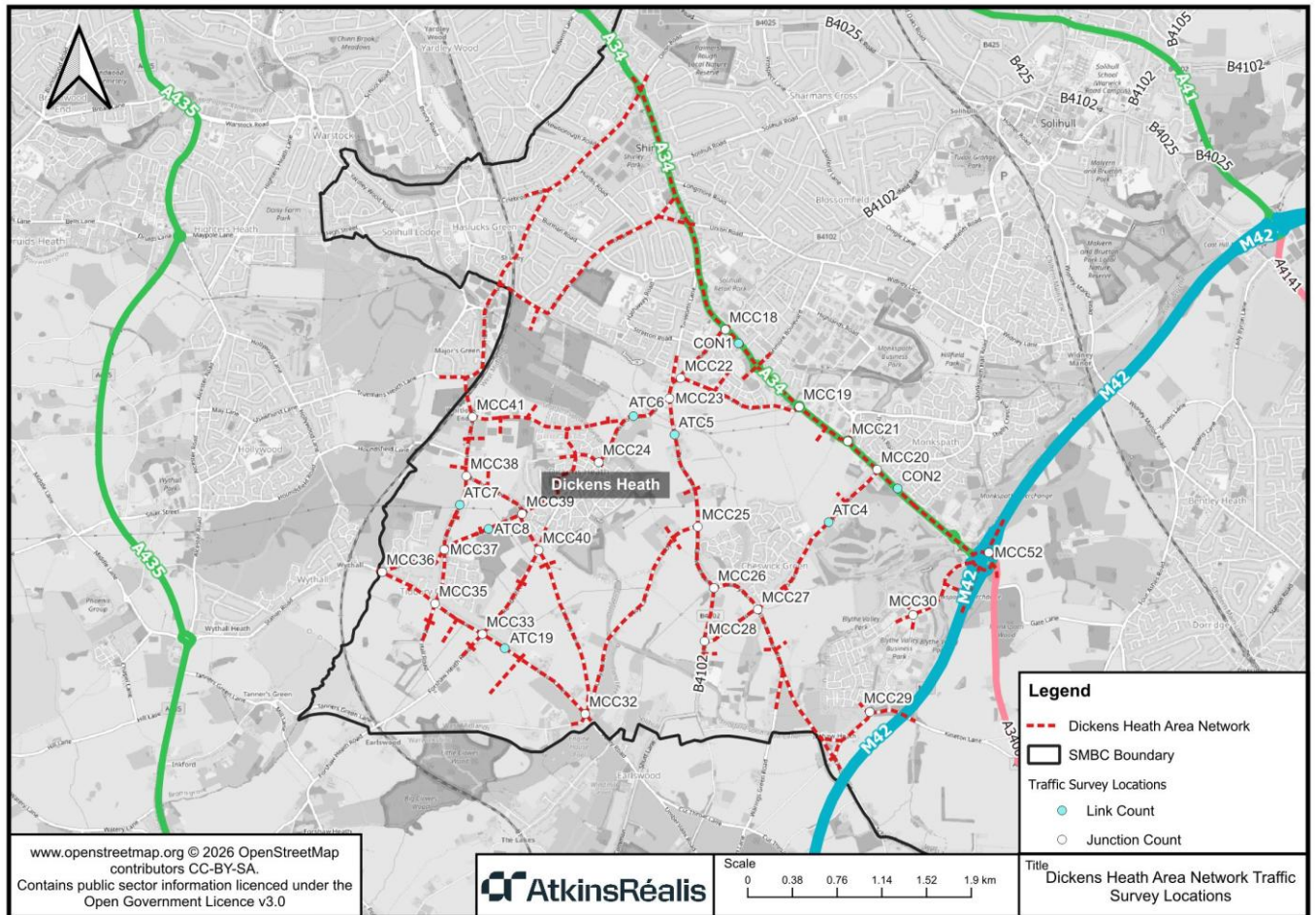


Table 3-2 - Baseline Traffic Flow Summary (Dickens Heath)

Count ID	Location	AM Peak Total Junction Flow	PM Peak Total Junction Flow
MCC 18	Stratford Road / Marshall Lake Road / Blackford Road	3,323	3,665
MCC 19	Stratford Road / Dog Kennel Lane	3,088	2,900
MCC 20	Stratford Road / Creynolds Lane	3,796	3,612
MCC 21	Stratford Road / Monkspath Hall Road	4,315	4,089
MCC 22	Blackford Road / Dog Kennel Lane / Tanworth Lane	2,148	2,225
MCC 23	Tanworth Lane / Dickens Heath Road	2,205	2,295
MCC 24	Dickens Heath Road / Old Dickens Heath Road / Rumbush Lane	1,320	1,446
MCC 25	Tanworth Lane / Lady Lane	1,044	1,073
MCC 26	Tanworth Lane / Salter Street / Watery Lane	753	803
MCC 27	Watery Lane / Vicarage Road / Creynolds Lane / Illshaw Heath Road	677	804
MCC 28	Salter Street / Vicarage Road	660	766
MCC 29	Kineton Lane / Stroudley Road	618	851
MCC 30	Blythe Gate / Central Boulevard	1,329	1,177
MCC 32	Valley Road / Lady Lane / Wood Lane	814	1,048
MCC 33	Norton Lane / Rumbush Lane / Forshaw Heath Road	754	1,010
MCC 35	Norton Lane / Fulford Hall Road	894	1,031
MCC 36	Norton Lane / Lowbrook Lane	837	1,037
MCC 37	Tilehouse Lane / Dickens Heath Road / Fulford Hall Road / Lowbrook Lane	860	815
MCC 38	Tilehouse Lane / Birchy Leasowes Lane	638	617
MCC 39	Dickens Heath Road / Birchy Leasowes Lane / Cleobury Lane	699	682
MCC 40	Rumbush Lane / Cleobury Lane	348	386
MCC 41	Tilehouse Lane / Tythe Barn Lane	921	973
MCC 52	Monkspath Interchange	4,528	4,020
Count ID	Location	AM Peak Total Link Flow	PM Peak Total Link Flow
ATC 19	Norton Lane by Rumbush Farm	623	719
ATC 4	Creynolds Lane by Shirley Golf Club	549	641
ATC 5	Tanworth Lane by Baroda Farm	1,009	1,035
ATC 6	Dickens Heath Road by Tythe Barn Lane	1,064	1,440
ATC 7	Tilehouse Lane	436	406
ATC 8	Dickens Heath Road by Tidbury Green School	430	401
CON 1	Stratford Road by St George's Road	2,014	2,019



CON 2	Stratford Road by Fountains Care Home	3,220	2,993
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3.3. Vehicular Trip Generation

- 3.3.1. AtkinsRéalis has derived residential vehicular trip rates from the TRICS database using survey sites classified within the residential land use category and located in suburban, edge-of-town and neighbourhood centre settings.
- 3.3.2. The selected trip rates have been used to estimate the number of vehicular trips generated by each of the potential growth locations. Whilst the trip rates are considered appropriate for the potential growth locations within the Dickens Heath study area, they should not be used in relation to any future planning application within the area. Instead, future planning applications should identify their own bespoke trip rate, which is relevant to the specific characteristics of their site.
- 3.3.3. A summary of the vehicular trip rates applied to the potential growth locations previously presented in Table 3-1 is provided in Table 3-3.

Table 3-3 - Vehicular Trip Rates Per Dwelling (Dickens Heath)

Location Type	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Suburban / Edge of Town / Neighbourhood Centre	0.124	0.369	0.492	0.326	0.176	0.502

- 3.3.4. Table 3-4 presents the vehicular trip generation for the potential growth locations within the Dickens Heath study area.

Table 3-4 - Vehicular Trip Generation (Dickens Heath)

Potential Growth Location	Total Dwellings	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Earlswood Catchment	415	51	153	205	135	73	208
Land West of Rumbush Lane	110	14	41	54	36	19	55
Shirley Catchment	291	36	107	143	95	51	146
South of Dog Kennel Lane	1,195	148	441	589	390	210	600
West of Dickens Heath	450	56	166	222	147	79	226
Whitlocks End Catchment	325	40	120	160	106	57	163
Whitlocks End Farm	450	56	166	222	147	79	226
Wythall Catchment	547	68	202	270	178	96	275
Total	3,782	469	1,396	1,865	1,233	666	1,899



3.4. Vehicular Trip Distribution

- 3.4.1. To understand the forecast impact of the additional trips on the highway network within the Dickens Heath study area, the vehicular trip generation has been distributed using the 2011 Census Journey to Work data. The dataset provides information at MSOA level, detailing the workplace destinations of people who drive to work by car. This information has been used to provide an indication of the likely distribution of vehicular trips associated with the potential growth locations.
- 3.4.2. Whilst the Journey to Work dataset relates specifically to commuting trips, it is considered an appropriate proxy for establishing the general distribution of vehicle movements from a given MSOA. All of the potential growth locations within the Dickens Heath study area are located within the Solihull 029 MSOA. A representative trip distribution profile has therefore been developed for this MSOA and applied to the potential growth locations.
- 3.4.3. To determine the likely routing of trips between the potential growth locations and the identified workplace destinations, online journey planning software has been used to establish the most likely routes under typical highway conditions.
- 3.4.4. The resulting AM and PM peak hour vehicular trip distributions are presented in Table 3-5. Due to rounding, the totals may not sum precisely to 100%. It is important to note that the figures represent the proportion of trips forecast to travel in the direction of the named location, rather than trips with that location as their specific origin or destination. For example, the table does not indicate that 10% of vehicular trips from Dickens Heath begin or end at Wythall Railway Station; instead, it shows that 10% are forecast to travel in that direction.

Table 3-5 - Vehicular Trip Distribution (Dickens Heath)

To/From	AM/PM Peak Hour Vehicular Trip Distribution
	Solihull 029 MSOA
Solihull	21%
M42 (N)	15%
Solihull (Cranmore Boulevard)	4%
Olton	4%
Hall Green	17%
M42 (S)	3%
Earlswood Railway Station	3%
Wythall Railway Station	10%
Earlswood Lakes	3%
Earlswood Lakes (Valley Road)	4%
Hockley Heath	2%
Blythe Valley	8%
Friars Gate	2%
Shirley	1%
Haslucks Green	3%
Total	100%

- 3.4.5. Figures showing the vehicular trip distribution to/from each potential growth location within the Dickens Heath study area are provided in Appendix C of this Traffic Impact Report.

3.5. Forecast Traffic Impact

- 3.5.1. The vehicular trip generation of each potential growth location has been assigned to the local highway network within the Dickens Heath study area to quantify the cumulative impact of the additional trips. The limitations of this assessment, as outlined in Section 1.3 of this Traffic Impact Report, apply.
- 3.5.2. Figure 3-3 and Figure 3-4 show the percentage increase in traffic at each of the key junctions within the Dickens Heath study area during the AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00), respectively. The assessment reflects the change in traffic as a result of the potential growth locations within the Dickens Heath study area only. Please note that any changes in traffic as a result of the potential growth locations outside of Dickens Heath have not been considered.
- 3.5.3. Summary tables outlining the forecast traffic changes at each of the key junctions within Dickens Heath are provided in Appendix D of this Traffic Impact Report.

Figure 3-3 - AM Peak Traffic Increase (Dickens Heath)

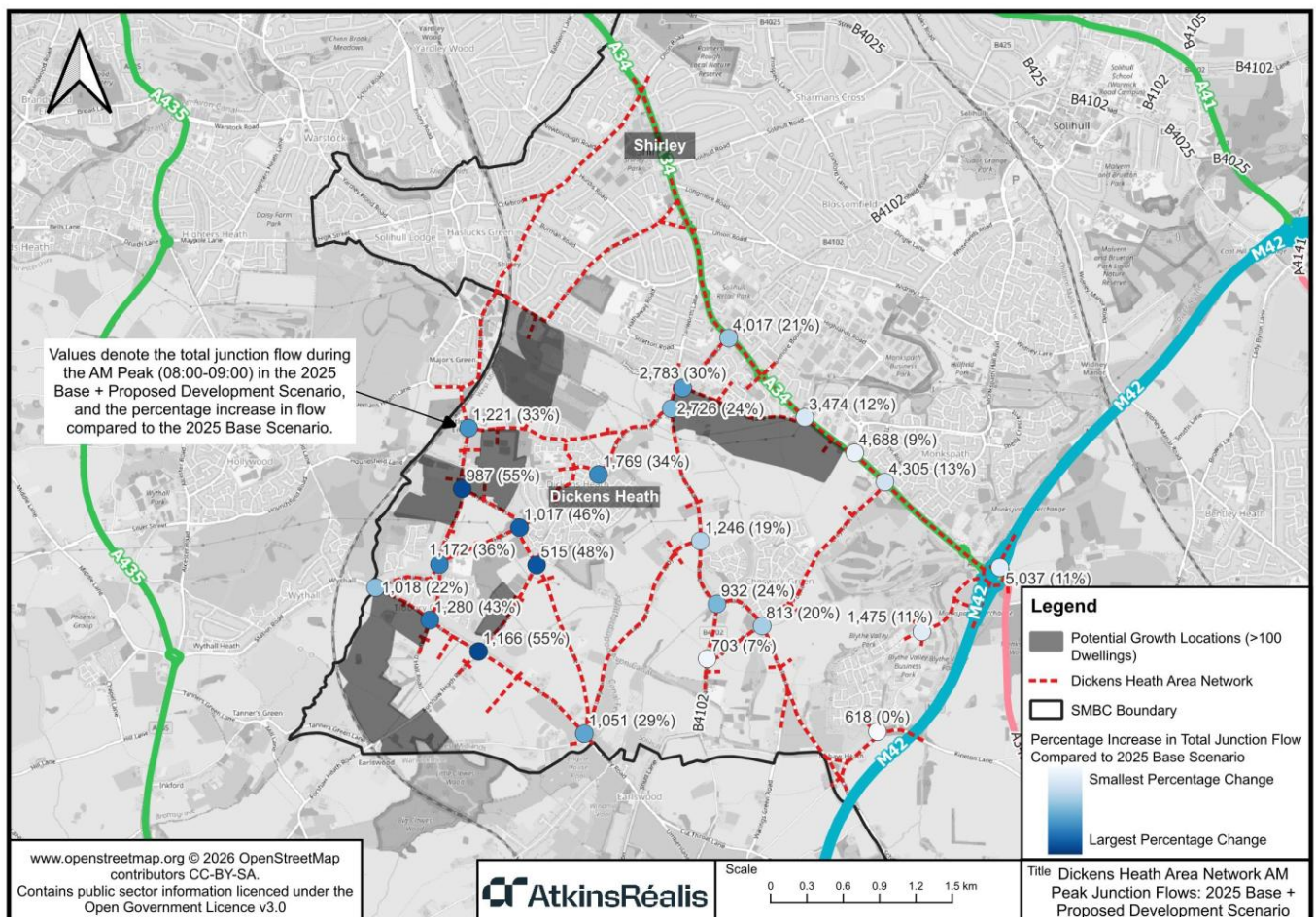
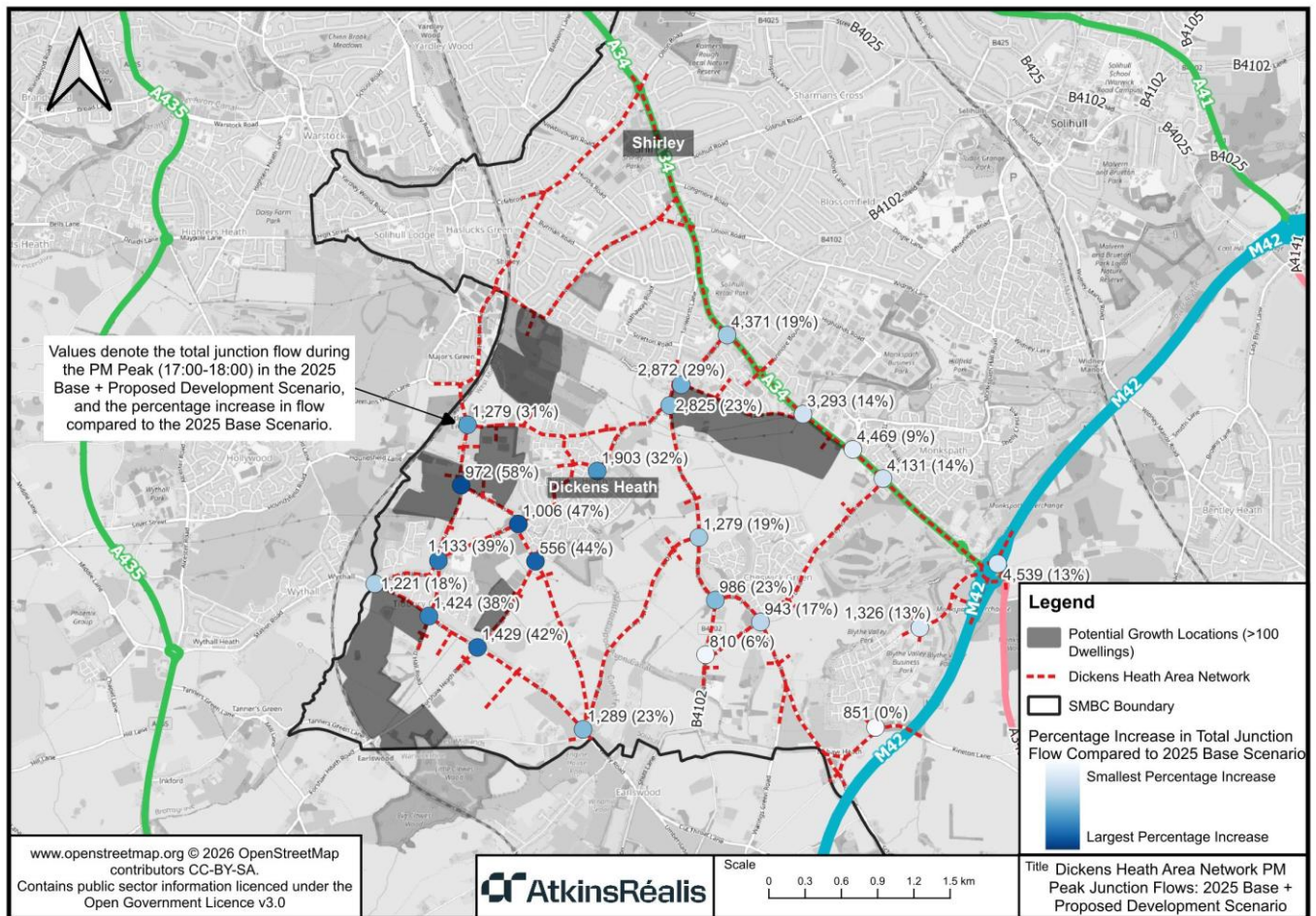


Figure 3-4 - PM Peak Traffic Increase (Dickens Heath)



3.6. Summary

- 3.6.1. The assessment indicates that a number of junctions within the Dickens Heath study area are likely to experience significant increases in traffic flows as a result of the potential growth locations. The largest forecast increases are at MCC 33 (Norton Lane / Rumbush Lane / Forshaw Heath Road Junction), where traffic flows are forecast to increase by 55% in the AM Peak and 42% in the PM Peak. Large increases are also forecast at MCC 38 (Tilehouse Lane / Birchy Leasowes Lane Junction) (55% AM and 58% PM), MCC 40 (Rumbush Lane / Cleobury Lane Junction) (48% AM and 44% PM) and MCC 39 (Dickens Heath Road / Birchy Leasowes Lane / Cleobury Lane Junction) (46% AM and 47% PM). These locations represent the areas where development-related traffic is anticipated to place the greatest additional demand on the local highway network.
- 3.6.2. However, the findings should be considered in the context of the limitations outlined in Section 1.3 of this report. In particular, the assessment has been undertaken using a static traffic assignment methodology and does not account for dynamic traffic reassignment that may occur as travel patterns adapt to changing traffic conditions. Furthermore, the assessment considers only the impact of the potential growth locations within the Dickens Heath study area and does not account for cumulative growth elsewhere across the Borough.

4. Hampton-in-Arden and Meriden Study Area

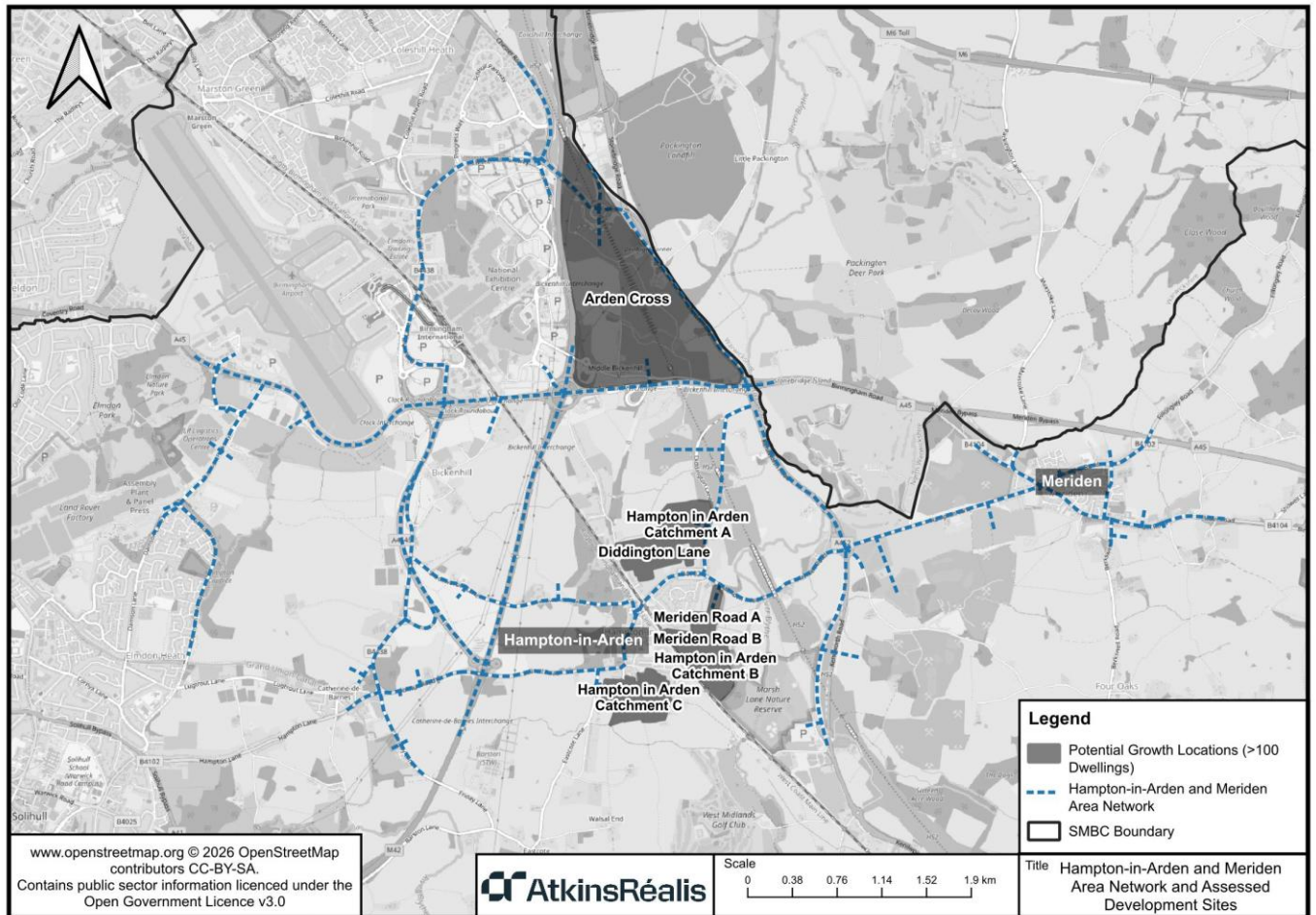
4.1. Potential Growth Locations

- 4.1.1. This section considers the traffic impacts associated with the delivery of 3,050 dwellings within the Hampton-in-Arden and Meriden study area over the Local Plan period 2028-2043. The proposed dwellings are distributed across seven potential growth locations, as identified in Table 4-1 and on Figure 4-1.

Table 4-1 - Summary of Potential Growth Locations (Hampton-in-Arden and Meriden)

Potential Growth Locations	Proposed Number of Dwellings
Arden Cross	1,600
Diddington Lane	340
Hampton-in-Arden Catchment A	284
Hampton-in-Arden Catchment B	205
Hampton-in-Arden Catchment C	369
Meriden Road A	100
Meriden Road B	152
Total	3,050

Figure 4-1 - Distribution of Potential Growth Locations (Hampton-in-Arden and Meriden)



4.2. Baseline Traffic Flows

- 4.2.1. As outlined in Section 1.4, to inform the revised Transport Evidence Base, AtkinsRéalis commissioned traffic surveys across the Borough in May 2025. In total, 13 CTCs and 6 ATCs were undertaken in Hampton-in-Arden and Meriden (see Figure 4-2).
- 4.2.2. A summary of the baseline traffic flows in Hampton-in-Arden and Meriden is provided in Table 4-2.

Figure 4-2 - Traffic Survey Locations (Hampton-in-Arden and Meriden)

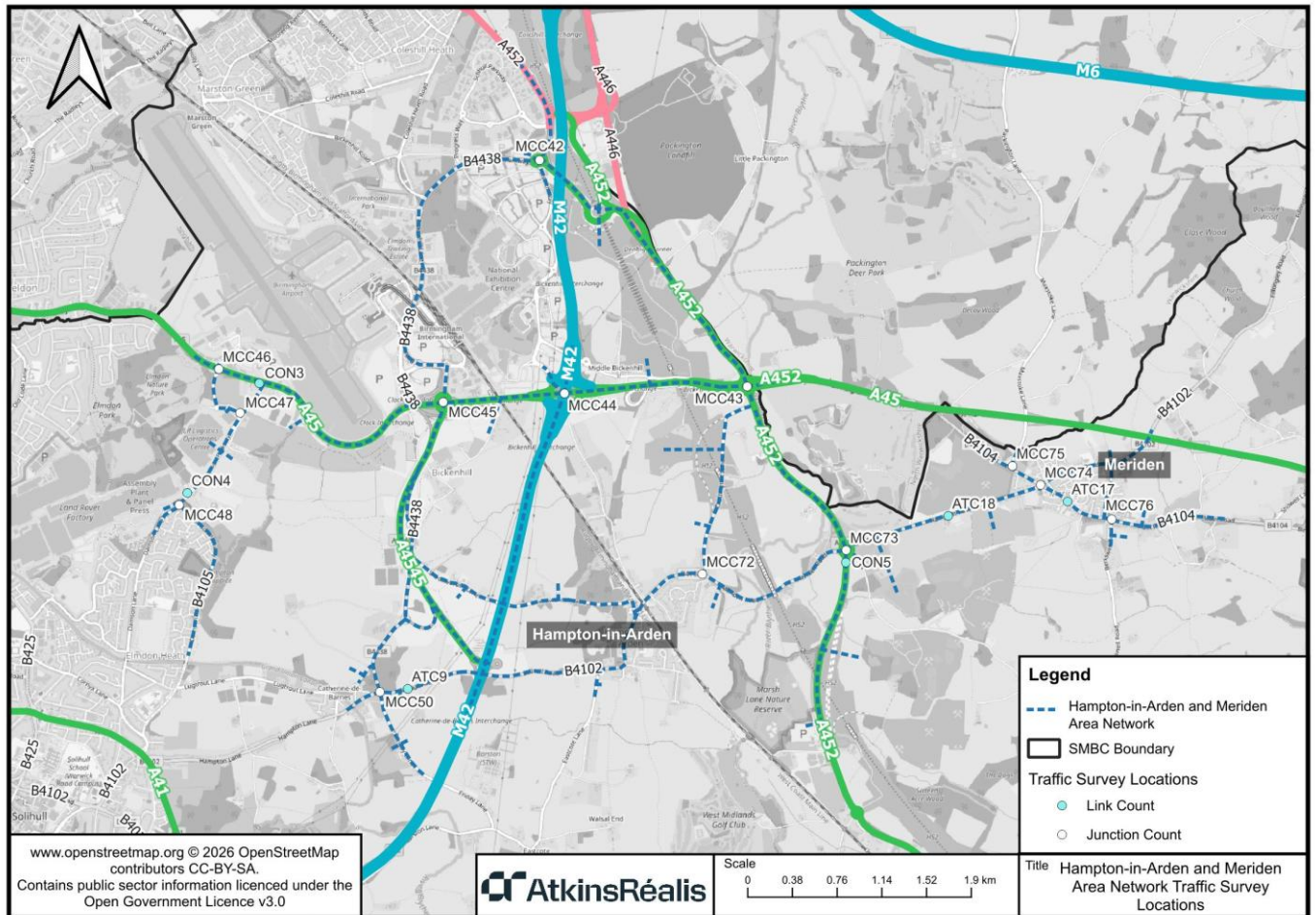


Table 4-2 - Baseline Traffic Flow Summary (Hampton-in-Arden and Meriden)

Count ID	Location	AM Peak Total Junction Flow	PM Peak Total Junction Flow
MCC 42	Chester Road / Bickenhill Parkway / North Way	1,991	1,839
MCC 43	Stonebridge Island	3,746	4,016
MCC 44	Bickenhill Interchange	4,096	4,246
MCC 45	Clock Roundabout	2,218	2,750
MCC 46	Coventry Road / Damson Parkway	3,801	4,241
MCC 47	Damson Parkway / Old Damson Lane	1,148	1,328
MCC 48	Damson Parkway / Damson Lane	1,212	1,365
MCC 50	Catherine De Barnes Lane / Solihull Road / Friday Lane / Hampton Lane	917	1,303
MCC 72	Meriden Road / Diddington Lane	680	933
MCC 73	Kenilworth Road / Meriden Road / Hampton Lane / Cornets End Lane	2,190	2,543
MCC 74	Birmingham Road / Hampton Lane / Main Road / Fillongley Road	1,530	1,631
MCC 75	Birmingham Road / Maxstoke Lane	923	876
MCC 76	Main Road / Berkswell Road	742	789
Count ID	Location	AM Peak Total Link Flow	PM Peak Total Link Flow
ATC 9	Solihull Road	337	393
ATC 17	Main Road	722	784
ATC 18	Hampton Lane	697	759
CON 3	Coventry Road	3,080	3,312
CON 4	Damson Parkway	1,156	1,275
CON 5	Kenilworth Road	1,333	1,475

4.3. Vehicular Trip Generation

- 4.3.1. AtkinsRéalis has derived residential vehicular trip rates from the TRICS database using survey sites within the residential land use category and located in suburban, edge-of-town and neighbourhood centre settings. The selected trip rates are considered representative of six of the potential growth locations within the Hampton-in-Arden and Meriden study area and have been used to estimate forecast vehicular trip generation from these developments.
- 4.3.2. The Arden Cross potential growth location will differ significantly in character from the others proposed. The development will include the HS2 Interchange station, which is currently under construction, and is expected to form part of a new mixed-use town centre, incorporating high-density residential development, large office buildings, and reduced car parking provision. To reflect these characteristics, residential trip rates for Arden Cross have been derived from TRICS survey sites located within town centre and edge of

town centre settings. This approach is considered most representative of the likely travel patterns associated with the Arden Cross potential growth location.

- 4.3.3. The selected trip rates have been used to estimate the number of vehicular trips generated by each of the potential growth locations. Whilst the trip rates are considered appropriate for the assessed locations of growth within the Hampton-in-Arden and Meriden study area, they should not be used in relation to any future planning application within the area. Instead, future planning applications should identify their own bespoke trip rate, which is relevant to the specific characteristics of their site.
- 4.3.4. A summary of the vehicular trip rates applied to the potential growth locations presented previously in Table 4-1 is provided in Table 4-3.

Table 4-3 - Vehicular Trip Rates (Hampton-in-Arden and Meriden)

Location Type	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Suburban / Edge of Town / Neighbourhood Centre	0.124	0.369	0.492	0.326	0.176	0.502
Town Centre / Edge of Town Centre	0.054	0.175	0.229	0.157	0.089	0.246

- 4.3.5. Table 4-4 presents the vehicular trip generation for the potential growth locations within the Hampton-in-Arden and Meriden study area.

Table 4-4 - Vehicular Trip Generation (Hampton-in-Arden and Meriden)

Potential Growth Location	Total Dwellings	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Arden Cross	1,600	86	280	366	251	142	394
Diddington Lane	340	42	125	168	111	60	171
Hampton-in-Arden Catchment A	284	35	105	140	93	50	143
Hampton-in-Arden Catchment A	205	25	76	101	67	36	103
Hampton-in-Arden Catchment A	369	46	136	182	120	65	185
Meriden Road A	100	12	37	49	33	18	50
Meriden Road B	152	19	56	75	50	27	76
Total	3,050	266	815	1,081	724	398	1,122

4.4. Vehicular Trip Distribution

- 4.4.1. To understand the forecast impact of additional trips on the highway network within the Hampton-in-Arden and Meriden study area, the vehicular trip generation has been distributed using the 2011 Census Journey to Work data. The dataset provides information at MSOA level, detailing the workplace destinations of people who drive to work by car. This information has been used to provide an indication of the likely distribution of vehicular trips associated with the potential growth locations.

- 4.4.2. Whilst the Journey to Work dataset relates specifically to commuting trips, it is considered an appropriate proxy for establishing the general distribution of vehicle movements from a given MSOA. Aside from Arden Cross, all of the potential growth locations within the Hampton-in-Arden and Meriden study area are located within the Solihull 017 MSOA. A representative trip distribution profile has therefore been developed for this MSOA and applied to the potential growth locations.
- 4.4.3. To determine the likely routing of trips between the potential growth locations and the identified workplace destinations, online journey planning software has been used to establish the most likely routes under typical highway conditions. It is recognised that the vehicular trip routing and distribution associated with the Arden Cross potential growth location is likely to differ significantly from that of the others, due to its strategic location adjacent to the M42, which is part of the Strategic Road Network (SRN). A separate trip distribution profile has therefore been developed for this potential growth location, still using Journey to Work data for the Solihull 017 MSOA.
- 4.4.4. The resulting AM and PM peak hour vehicular trip distributions are presented in Table 4-5. Due to rounding, the totals may not sum precisely to 100%.

Table 4-5 - Vehicular Trip Distribution (Hampton-in-Arden and Meriden)

To/From	AM/PM Peak Hour Vehicular Trip Distribution	
	Solihull 017 MSOA	Arden Cross
North Way	2%	0%
Bickenhill Parkway	2%	0%
Chelmsley Wood	10%	5%
Terminal Road	2%	0%
Knowle and Dorridge	16%	0%
Solihull (Via Hampton Lane)	16%	8%
Kenilworth	11%	10%
M42 (S)	1%	13%
Maxstoke	12%	0%
A45 / Meriden	2%	19%
Cornets End Lane	5%	3%
Sheldon	2%	3%
Coleshill	8%	18%
Fillongley	1%	0%
Hampton-in-Arden Centre	9%	9%
Elmdon (via Damson Lane)	1%	3%
South Way	1%	0%
Arden Cross	0%	7%
Eastcote	0%	2%
Total	100%	100%

- 4.4.5. Figures showing the vehicular trip distribution to/from each potential growth location within the Hampton-in-Arden and Meriden study area are provided in Appendix E of this Traffic Impact Report.

4.5. Forecast Traffic Impact

- 4.5.1. The vehicular trip generation of each potential growth location has been assigned to the local highway network within the Hampton-in-Arden and Meriden study area to quantify the cumulative impact of the additional trips. The limitations of this assessment, as outlined in Section 1.3 of this Traffic Impact Report, apply.
- 4.5.2. Figure 4-3 and Figure 4-4 show the percentage increase in traffic at each of the key junctions within the Hampton-in-Arden and Meriden study area during the AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00), respectively. The assessment reflects the change in traffic as a result of the potential growth locations within the Hampton-in-Arden and Meriden study area only. It is important to note that any changes in traffic as a result of potential growth locations outside of Hampton-in-Arden and Meriden have not been considered.
- 4.5.3. Summary tables outlining the forecast traffic changes at each of the key junctions within Hampton-in-Arden and Meriden are provided in Appendix F of this Traffic Impact Report.

Figure 4-3 - AM Peak Traffic Increase (Hampton-in-Arden and Meriden)

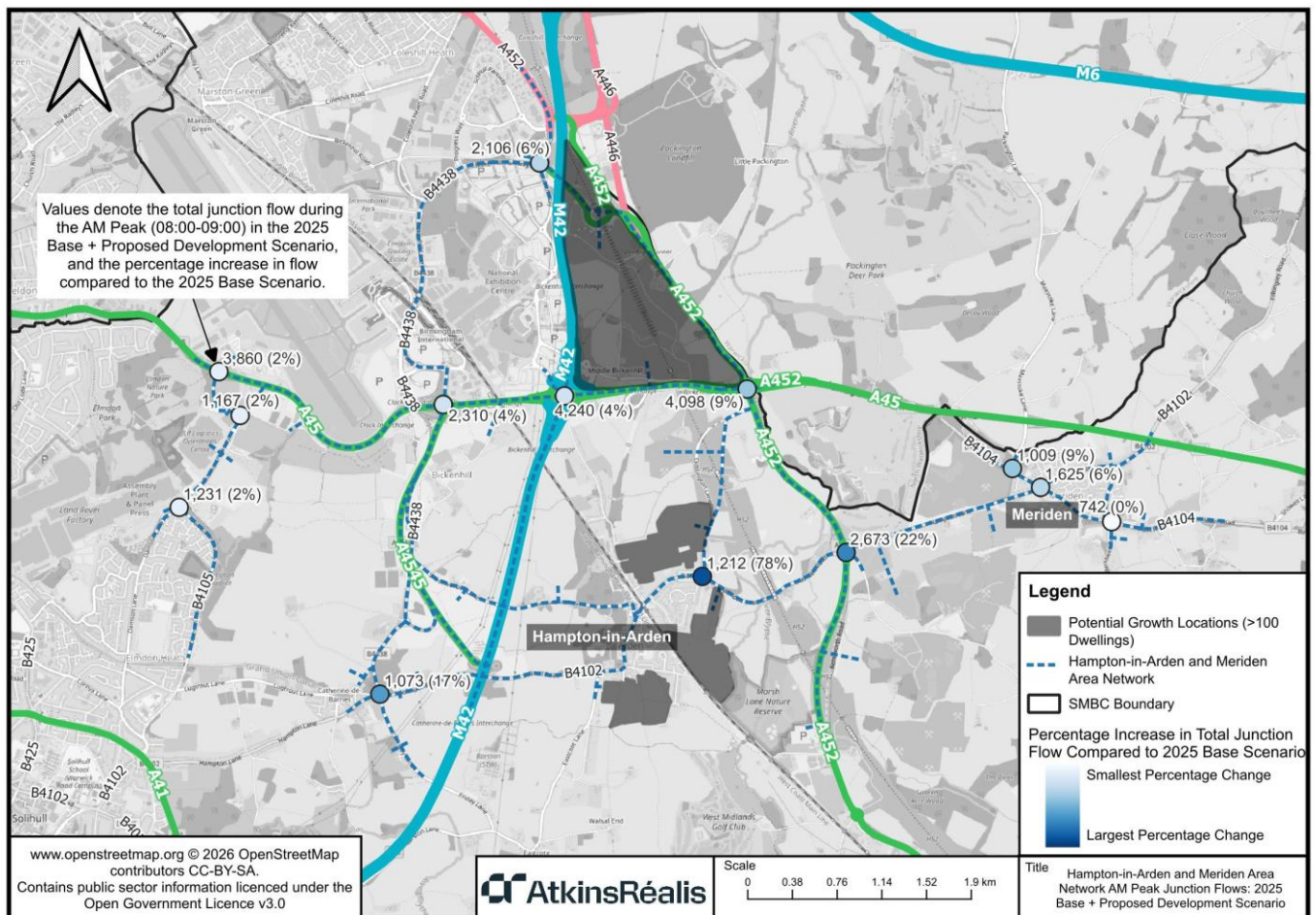
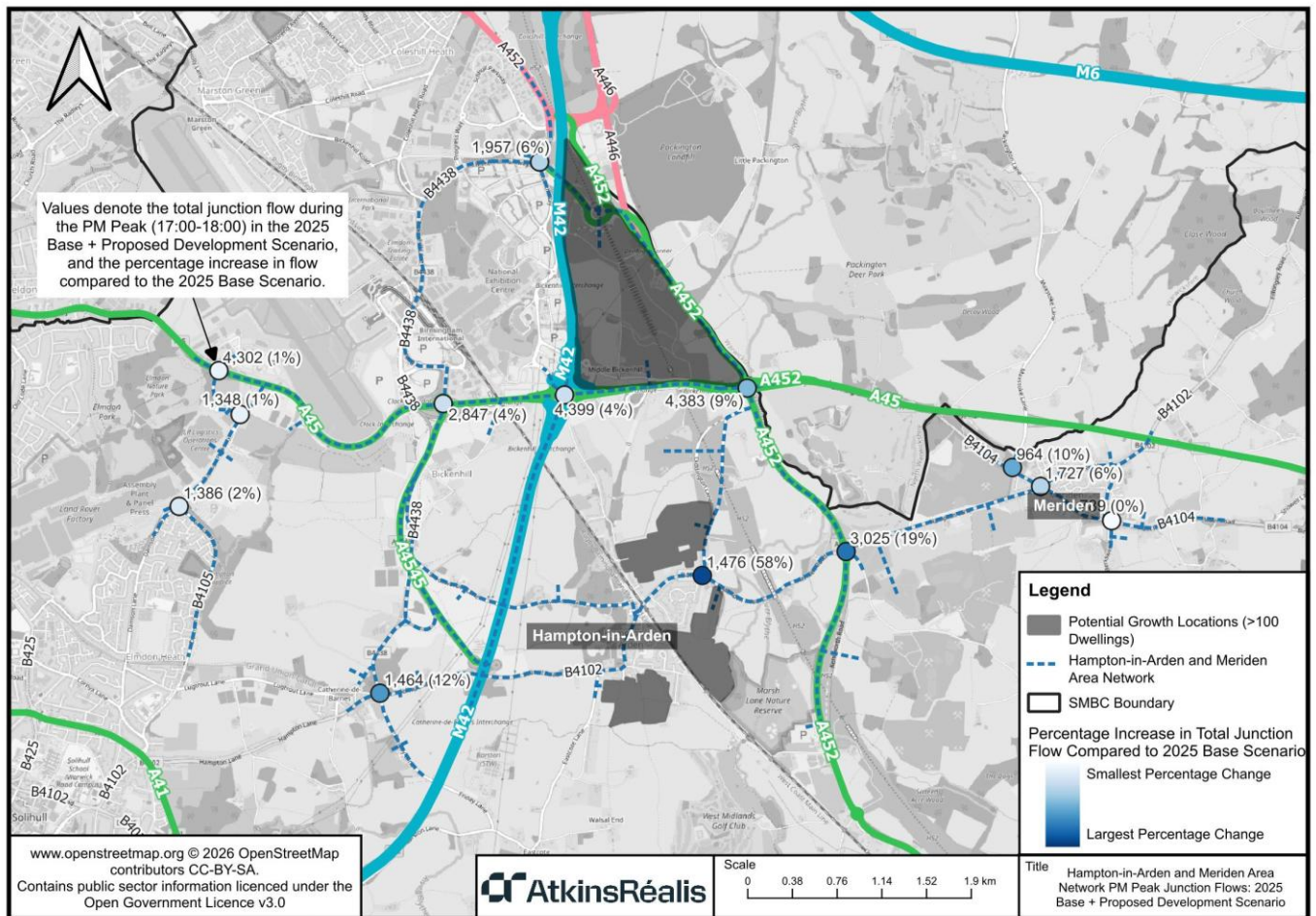


Figure 4-4 - PM Peak Traffic Increase (Hampton-in-Arden and Meriden)



4.6. Summary

- 4.6.1. The assessment indicates that a number of junctions within the Hampton-in-Arden and Meriden study area are likely to experience significant increases in traffic flows as a result of the potential growth locations. The largest forecast increases are at MCC 72 (Meriden Road / Diddington Lane Junction), where traffic flows are forecast to increase by 78% in the AM peak and 58% in the PM peak. Large increases are also forecast at MCC 73 (Kenilworth Road / Meriden Road/Hampton Lane / Cornets End Lane Roundabout) (22% AM and 19% PM) and MCC 50 (Catherine De Barnes Lane / Solihull Road / Friday Lane/Hampton Lane Roundabout) (17% AM and 12% PM). These locations represent the areas where development-related traffic is anticipated to place the greatest additional demand on the local highway network.
- 4.6.2. However, the findings should be considered in the context of the limitations outlined in Section 1.3 of this report. In particular, the assessment has been undertaken using a static traffic assignment methodology and does not account for dynamic traffic reassignment that may occur as travel patterns adapt to changing traffic conditions. Furthermore, the assessment considers only the impact of the potential growth locations within the Hampton-in-Arden and Meriden study area and does not account for cumulative growth elsewhere across the Borough.

5. Knowle, Dorridge and Hockley Heath Study Area

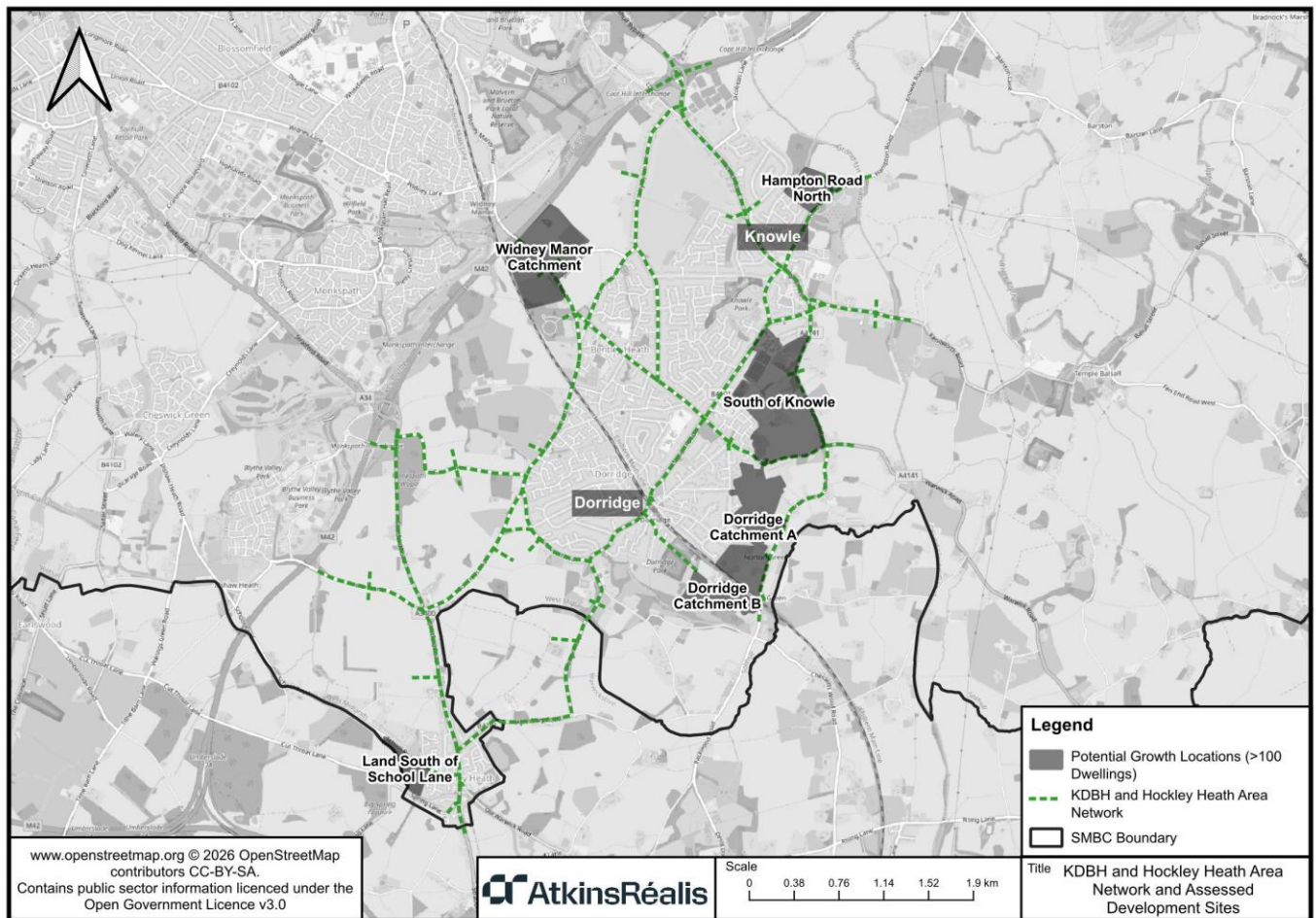
5.1. Potential Growth Locations

5.1.1. This section considers the traffic impacts associated with the delivery of 2,373 dwellings within the Knowle, Dorridge and Hockley Heath study area over the Local Plan period 2028-2043. The proposed dwellings are distributed across six potential growth locations, as identified in Table 5-1 and on Figure 5-1.

Table 5-1 - Summary of Potential Growth Locations (Knowle, Dorridge and Hockley Heath)

Potential Growth Locations	Proposed Number of Dwellings
Dorridge Catchment A	568
Dorridge Catchment B	204
Hampton Road North	133
Land South of School Lane	100
South of Knowle	783
Widney Manor Catchment	585
Total	2,373

Figure 5-1 - Distribution of Potential Growth Locations (Knowle, Dorridge and Hockley Heath)



5.2. Baseline Traffic Flows

- 5.2.1. As outlined in Section 1.4, to inform the revised Transport Evidence Base, AtkinsRéalis commissioned traffic surveys across the Borough in May 2025. In total, 18 CTCs and 7 ATCs were undertaken within the Knowle, Dorridge and Hockley Heath study area (see Figure 5-2).
- 5.2.2. A summary of the baseline traffic flows within the Knowle, Dorridge and Hockley Heath study area is provided in Table 5-2.

Figure 5-2 - Traffic Survey Locations (Knowle, Dorridge and Hockley Heath)

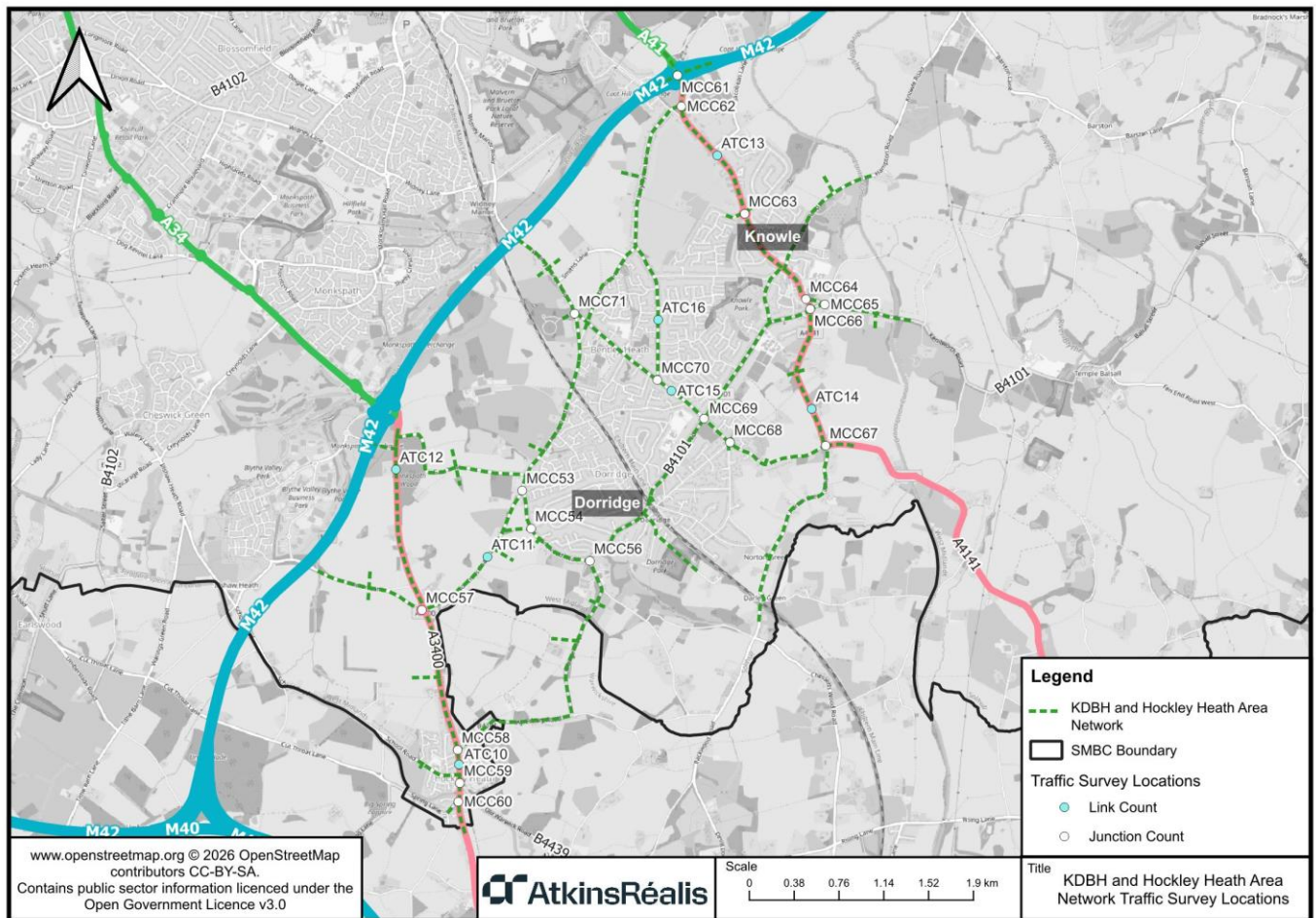


Table 5-2 - Baseline Traffic Flow Summary (Knowle, Dorridge and Hockley Heath)

Count ID	Location	AM Peak Total Junction Flow	PM Peak Total Junction Flow
MCC 53	Four Ashes Road / Box Trees Road	730	833
MCC 54	Four Ashes Road / Earlswood Road / Nailsworth Road	487	478
MCC 56	Grange Road / Earlswood Road	707	847
MCC 57	Stratford Road / Kineton Lane / Box Trees Road	1,307	1,832
MCC 58	Stratford Road / Aylesbury Road	1,196	1,612
MCC 59	Stratford Road / Old Warwick Road	1,268	1,745
MCC 60	Stratford Road / Spring Lane	1,078	1,578
MCC 61	Copt Hill Interchange	4,431	4,069
MCC 62	Solihull Bypass / Lady Byron Lane	2,342	2,127
MCC 63	Warwick Road / Langfield Road / Wychwood Avenue	1,558	1,317
MCC 64	High Street / Kenilworth Road	1,182	1,163
MCC 65	Kenilworth Road / Wilsons Road	763	671
MCC 66	High Street / Wilsons Road / Warwick Road / Station Road	1,095	1,148
MCC 67	Warwick Road / Grove Road / Norton Green Lane	848	991
MCC 68	Grove Road / Middlefield Avenue / Knowle Wood Road / Avenue Road	704	739
MCC 69	Station Road / Widney Road / Grove Road	1,454	1,664
MCC 70	Widney Road / Tilehouse Green Lane	1,082	1,154
MCC 71	Widney Manor Road / Four Ashes Road / Widney Road	1,585	1,822
Count ID	Location	AM Peak Total Link Flow	PM Peak Total Link Flow
ATC 10	Stratford Road	1,107	1,468
ATC 11	Box Trees Road	676	774
ATC 12	Stratford Road	754	1,053
ATC 13	Warwick Road	1,365	1,176
ATC 14	Warwick Road	526	565
ATC 15	Widney Road	904	984
ATC 16	Tilehouse Green Lane	622	584

5.3. Vehicular Trip Generation

- 5.3.1. AtkinsRéalis has derived residential vehicular trip rates from the TRICS database using survey sites classified within the residential land use category and located in suburban, edge-of-town and neighbourhood centre settings.



- 5.3.2. The selected trip rates have been used to estimate the number of vehicular trips generated by each of the potential growth locations. Whilst the trip rates are considered appropriate for the potential growth locations within the Knowle, Dorridge and Hockley Heath study area, they should not be used in relation to any future planning application within the area. Instead, future planning applications should identify their own bespoke trip rate, which is relevant to the specific characteristics of their site.
- 5.3.3. A summary of the vehicular trip rates applied to the potential growth locations presented previously in Table 5-1 is provided in Table 5-3.

Table 5-3 - Vehicular Trip Rates (Knowle, Dorridge and Hockley Heath)

Location Type	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Suburban / Edge of Town / Neighbourhood Centre	0.124	0.369	0.492	0.326	0.176	0.502

- 5.3.4. Table 5-4 presents the vehicular trip generation for the potential growth locations within the Knowle, Dorridge and Hockley Heath study area.

Table 5-4 - Vehicular Trip Generation (Knowle, Dorridge and Hockley Heath)

Potential Growth Location	Total Dwellings	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Dorridge Catchment A	568	70	210	280	185	100	285
Dorridge Catchment B	204	25	75	101	67	36	102
Hampton Road North	133	16	49	66	43	23	67
Land South of School Lane	100	12	37	49	33	18	50
South of Knowle	783	97	289	386	255	138	393
Widney Manor Catchment	585	73	216	288	191	103	294
Total	2,373	294	876	1,170	774	418	1,191

5.4. Vehicular Trip Distribution

- 5.4.1. To understand the forecast impact of the additional trips on the highway network within the Knowle, Dorridge and Hockley Heath study area, the vehicular trip generation has been distributed using the 2011 Census Journey to Work data. The dataset provides information at MSOA Level, detailing the workplace destination of people who drive to work by car. This information has been used to provide an indication of the likely distribution of vehicular trips associated with the potential growth locations.
- 5.4.2. Whilst the Journey to Work dataset relates specifically to commuting trips, it is considered an appropriate proxy for establishing the general distribution of vehicle movements from a given MSOA. Aside from the Land South of School Lane, all of the potential growth locations within the Knowle, Dorridge and Hockley Heath study are located within either the Solihull 026 MSOA or the Solihull 028 MSOA. A representative trip distribution profile has therefore been developed for both MSOAs and applied to the potential growth locations.

- 5.4.3. To determine the likely routing of trips between the potential growth locations and identified workplace destinations, online journey planning software has been used to establish the most likely routes under typical highway conditions.
- 5.4.4. The resulting AM and PM peak hour vehicular trip distributions are presented in Table 5-5. Due to rounding, the totals may not sum precisely to 100%.

Table 5-5 - Vehicular Trip Distribution (Knowle, Dorridge and Hockley Heath)

To/From	AM/PM Peak Hour Vehicular Trip Distribution	
	Solihull 026 MSOA (Including Knowle)	Solihull 028 MSOA (Including Dorridge)
Knowle Centre	12%	8%
Widney Manor	13%	25%
A41 Solihull Bypass	30%	4%
M42 J5 (N)	12%	4%
Hampton-in-Arden	9%	3%
M42 J5 (S)	8%	0%
Dorridge Centre	4%	7%
Balsall Common	6%	3%
Warwick	4%	4%
A3400 Stratford Road	1%	3%
Dickens Heath (M42 J4)	0%	31%
Dickens Heath	0%	7%
Total	100%	100%

- 5.4.5. Figures showing the vehicular trip distribution to/from each potential growth location within the Knowle, Dorridge and Hockley Heath study area are provided in Appendix G of this Traffic Impact Report.

5.5. Forecast Traffic Impact

- 5.5.1. The vehicular trip generation of each potential growth location has been assigned to the local highway network within the Knowle, Dorridge and Hockley Heath study area to quantify the cumulative impact of the additional trips. The limitations of this assessment, as outlined in Section 1.3 of this Traffic Impact Report, apply.
- 5.5.2. Figure 5-3 and Figure 5-4 show the percentage increase in traffic at each of the key junctions within the Knowle, Dorridge and Hockley Heath study area during the AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00), respectively. The assessment reflects the change in traffic as a result of the potential growth locations within the Knowle, Dorridge and Hockley Heath study area only. It is important to note that changes in traffic as a result of potential growth locations outside of Knowle, Dorridge and Hockley Heath have not been considered.
- 5.5.3. Summary tables outlining the forecast traffic changes at each of the key junctions within Knowle, Dorridge and Hockley Heath are provided in Appendix H of this Traffic Impact Report.



Figure 5-3 - AM Peak Traffic Increase (Knowle, Dorridge and Hockley Heath)

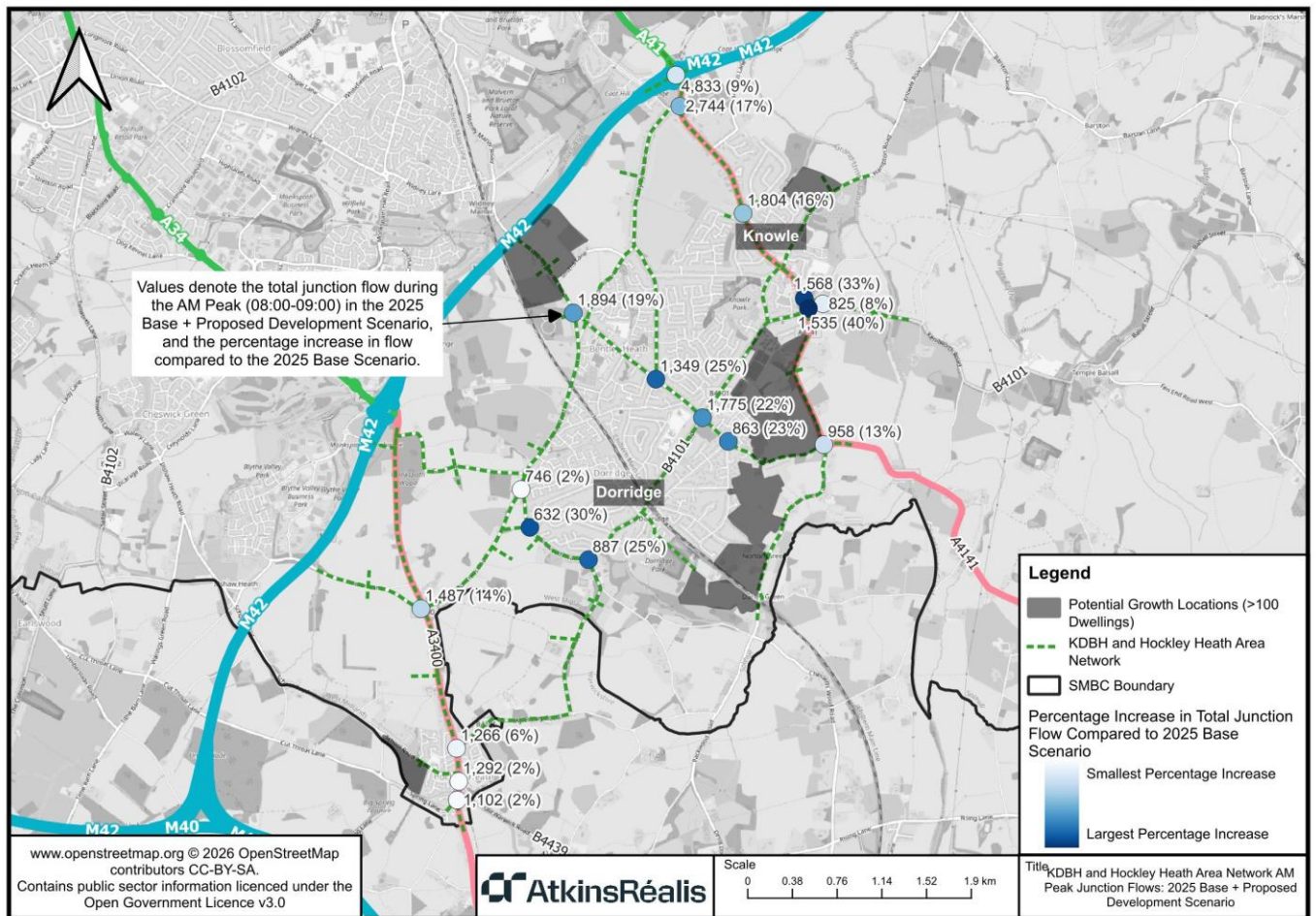
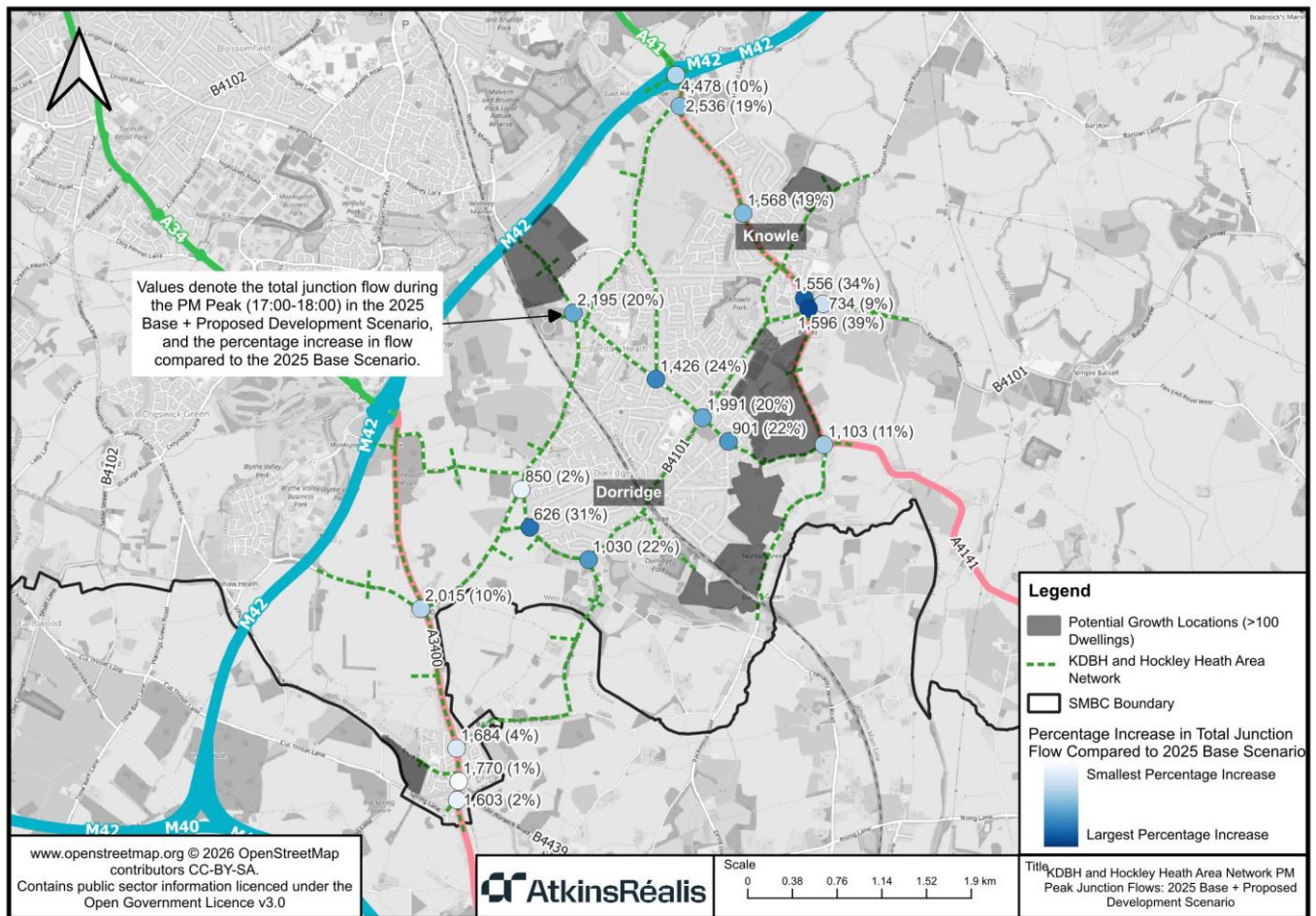


Figure 5-4 - PM Peak Traffic Increase (Knowle, Dorridge and Hockley Heath)



5.6. Summary

- 5.6.1. The assessment indicates that a number of junctions within the Knowle, Dorridge and Hockley Heath study area are likely to experience significant increases in traffic flows as a result of the potential growth locations. The largest forecast increases are at MCC 66 (High Street / Wilsons Road / Warwick Road / Station Road Junction), where traffic flows are forecast to increase by 40% in the AM peak and 39% in the PM peak. Large increases are also forecast at MCC 64 (High Street / Kenilworth Road Junction) (33% AM and 34% PM), MCC 54 (Four Ashes Road / Nailsworth Road / Earlswood Road Junction) (30% AM and 31% PM) and MCC 70 (Widney Road / Tilehouse Green Lane Junction) (25% AM and 24% PM). These locations represent the areas where development-related traffic is anticipated to place the greatest additional demand on the local highway network.
- 5.6.2. However, the findings should be considered in the context of the limitations outlined in Section 1.3 of this report. In particular, the assessment has been undertaken using a static traffic assignment methodology and does not account for dynamic traffic reassignment that may occur as travel patterns adapt to changing traffic conditions. Furthermore, the assessment considers only the impact of the potential growth locations within the Knowle, Dorridge and Hockley Heath area and does not account for cumulative growth elsewhere across the Borough.

6. Solihull Town Centre Study Area

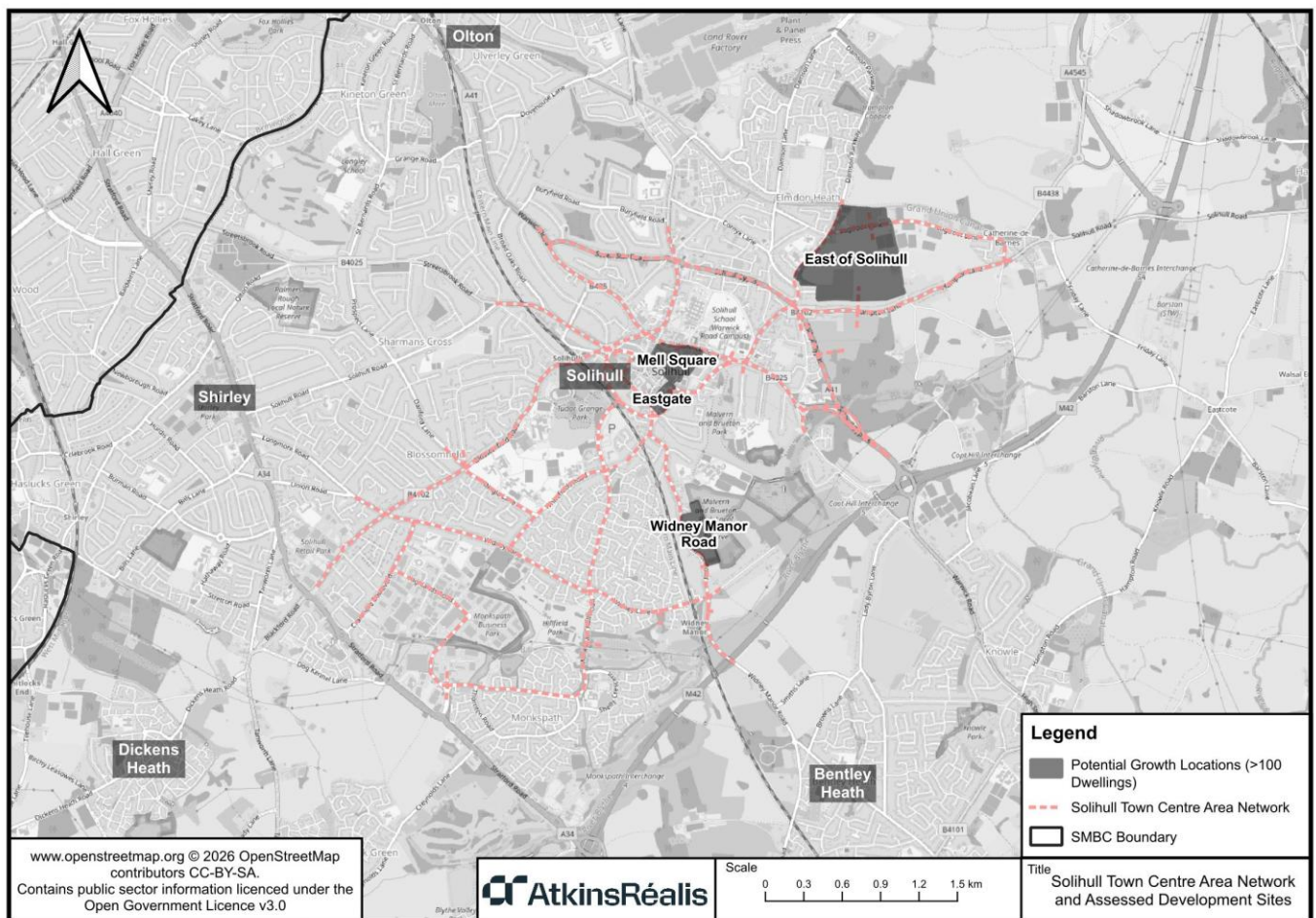
6.1. Potential Growth Locations

6.1.1. This section considers the traffic impacts associated with the delivery of 2,791 dwellings within the Solihull Town Centre study area over the Local Plan period 2028-2043. The proposed dwellings are distributed across four potential growth locations, as identified in Table 6-1 and on Figure 6-1.

Table 6-1 - Summary of Potential Growth Locations (Solihull Town Centre)

Potential Growth Locations	Total Dwellings
East of Solihull	770
Eastgate	422
Mell Square	1,440
Widney Manor Road	159
Total	2,791

Figure 6-1 - Distribution of Potential Growth Locations (Solihull Town Centre)



6.2. Baseline Traffic Flows

6.2.1. As outlined in Section 1.4, to inform the revised Transport Evidence Base, AtkinsRéalis commissioned traffic surveys across the Borough in May 2025. In total, 16 CTCs and 8 ATCs were undertaken within the Solihull Town Centre study area (see Figure 6-2).

6.2.2. A summary of the baseline traffic flows in Solihull Town Centre is provided in Table 6-2.

Figure 6-2 - Traffic Survey Locations (Solihull Town Centre)

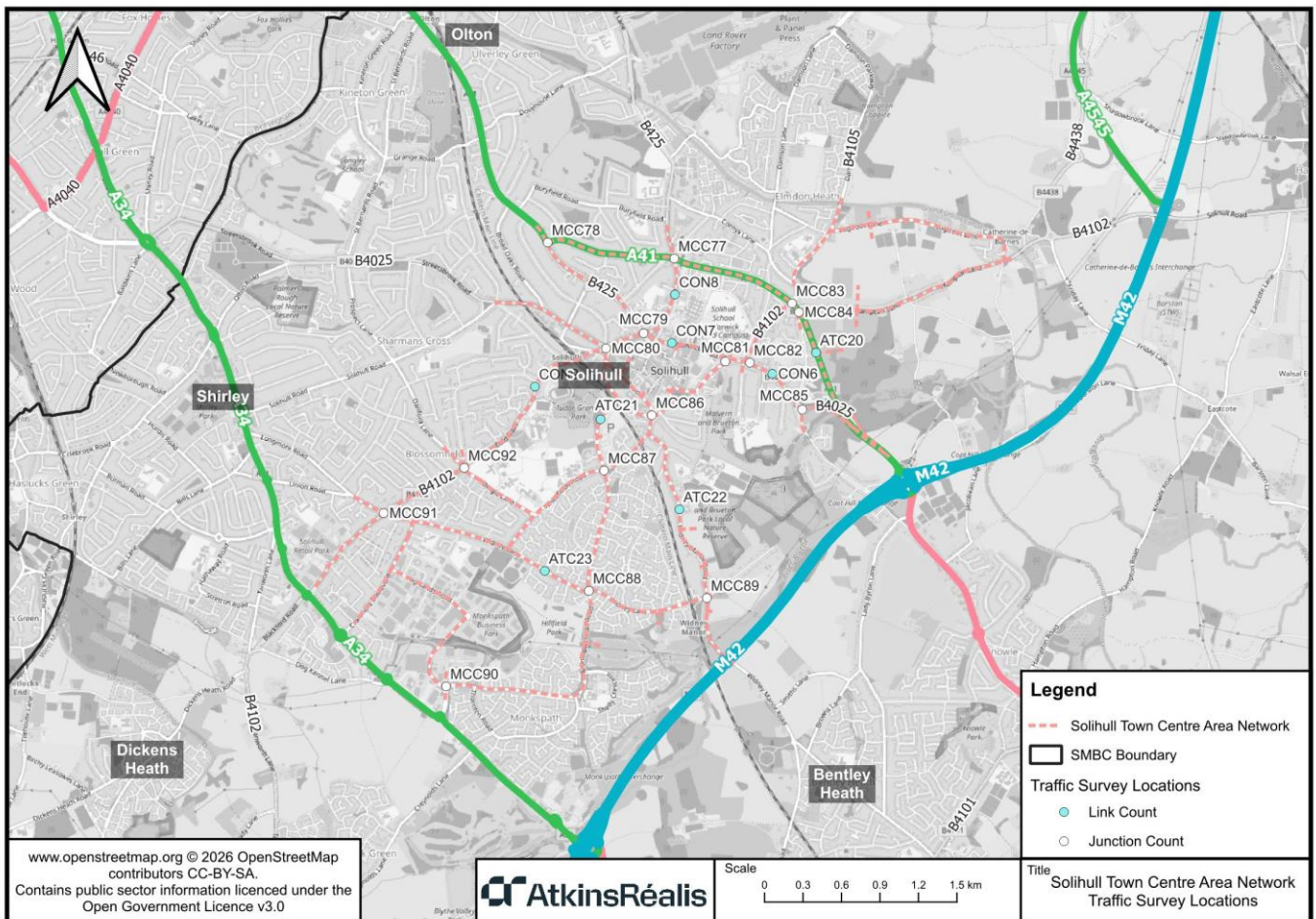


Table 6-2 - Baseline Traffic Flow Summary (Solihull Town Centre)

Count ID		Location	AM Peak Total Junction Flow	PM Peak Total Junction Flow
MCC 77		Lode Lane / Solihull Bypass / Seven Star Road	2,677	2,544
MCC 78		Warwick Road / Seven Star Road	1,797	1,564
MCC 79		Lode Lane / Warwick Road	3,355	3,452
MCC 80		Princes Way / Blossomfield Way / Streetsbrook Road / Lode Lane / Station Road	3,952	3,563
MCC 81		New Road / Warwick Road	2,822	2,796
MCC 82		Warwick Road / Hampton Lane	2,864	2,789
MCC 83		Solihull Bypass / Yew Tree Lane	2,985	2,966
MCC 84		Solihull Bypass / Hampton Lane	2,426	2,286
MCC 85		Warwick Road Roundabout	1,731	1,594
MCC 86		Church Hill Road / Princes Way / Homer Road	1,923	2,310
MCC 87		Monkspath Hall Road / Whitefields Road	1,757	1,569
MCC 88		Widney Lane / Monkspath Hall Road	2,528	2,506
MCC 89		Widney Lane / Widney Manor Road / Lovelace Avenue	1,636	1,672
MCC 90		Monkspath Hall Road / Highlands Road	2,623	2,401
MCC 91		Marshall Lake Road / Blossomfield Road / Longmore Road / Widney Lane	2,212	2,391
MCC 92		Blossomfield Road / Dingle Lane / Danford Lane	1,903	1,939
Count ID		Location	AM Peak Total Link Flow	PM Peak Total Link Flow
ATC 20		Solihull Bypass	1,646	1,296
ATC 21		Monkspath Hall Road	1,498	1,385
ATC 22		Widney Manor Road	826	849
ATC 23		Widney Lane	1,111	1,090
CON 6		Warwick Road	1,619	1,528
CON 7		Warwick Road	1,736	1,716
CON 8		Lode Lane	1,244	1,235
CON 9		Blossomfield Road	1,173	997

6.3. Vehicular Trip Generation

- 6.3.1. AtkinsRéalis has derived residential vehicular trip rates from the TRICS database using survey sites within the residential land use category and located in suburban, edge-of-town and neighbourhood centre settings. The selected trip rates are considered representative of two of the potential growth locations within the Solihull Town Centre study area and have been used to estimate the forecast vehicular trip generation from these developments.

- 6.3.2. The Eastgate and Mell Square potential growth locations will differ significantly in character from the other two. The developments will form part of a new mixed-use town centre, incorporating higher-density residential development, office buildings, retail and leisure units, and reduced car parking provision. To reflect these characteristics, residential trip rates have been derived from TRICS survey sites within town centre and edge of town centre settings and applied to these potential growth locations. This approach is considered most representative of the likely travel patterns associated with the Eastgate and Mell Square potential growth locations.
- 6.3.3. The selected trip rates have been used to estimate the number of vehicular trips generated by each of the potential growth locations. Whilst the trip rates are considered appropriate for the potential growth locations within the Solihull Town Centre study area, they should not be used in relation to any future planning application within the area. Instead, future planning applications should identify their own bespoke trip rate, which is relevant to the specific characteristics of their site.
- 6.3.4. A summary of the vehicular trip rates applied to the potential growth locations presented previously in Table 6-1 is provided in Table 6-3.

Table 6-3 - Vehicular Trip Rates (Solihull Town Centre)

Location Type	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Suburban / Edge of Town / Neighbourhood Centre	0.124	0.369	0.492	0.326	0.176	0.502
Town Centre / Edge of Town Centre	0.054	0.175	0.229	0.157	0.089	0.246

- 6.3.5. Table 6-4 presents the vehicular trip generation for the potential growth locations within the Solihull Town Centre study area.

Table 6-4 - Vehicular Trip Generation (Solihull Town Centre)

Potential Growth Location	Total Dwellings	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
East of Solihull	770	95	284	380	251	136	387
Eastgate	422	23	74	97	66	38	104
Mell Square	1,440	78	252	330	226	128	354
Widney Manor Road	159	20	59	78	52	28	80
Total	2,791	216	669	884	595	329	924

6.4. Vehicular Trip Distribution

- 6.4.1. To understand the forecast impact of the additional trips on the highway network within the Solihull Town Centre study area, the vehicular trip generation has been distributed using the 2011 Census Journey to Work data. The dataset provides information at MSOA level, detailing the workplace destinations of people who drive to work by car. This information has been used to provide an indication of the likely distribution of vehicular trips associated with the potential growth locations.
- 6.4.2. Whilst the Journey to Work dataset relates specifically to commuting trips, it is considered an appropriate proxy for establishing the general distribution of vehicle movements from a given MSOA. Three of the

potential growth locations (East of Solihull, Eastgate and Mell Square) are situated around the Solihull 016 MSOA, whilst the Widney Manor potential growth location is located within the Solihull 024 MSOA. A representative trip distribution profile has therefore been developed for these two MSOAs and applied to the potential growth locations.

- 6.4.3. To determine the likely routing of trips between the potential growth locations and the identified workplace destinations, online journey planning software has been used to establish the most likely routes under typical highway conditions.
- 6.4.4. The resulting AM and PM peak hour vehicular trip distributions are presented in Table 6-5. Due to rounding, the totals may not sum precisely to 100%.

Table 6-5 - Vehicular Trip Distribution (Solihull Town Centre)

To/From	AM/PM Peak Hour Vehicular Trip Distribution	
	Solihull 016 MSOA (North of Town Centre)	Solihull 024 MSOA (Including Widney Manor)
Knowle and Dorridge	21%	3%
Elmdon	12%	2%
Hampton-in-Arden	7%	1%
Dickens Heath	4%	5%
Kings Heath	7%	10%
Monkspath	1%	14%
Birmingham	14%	10%
Sheldon	17%	6%
Solihull Town Centre	18%	19%
Bentley Heath	0%	24%
A34 (Cranmore Boulevard)	0%	3%
Shirley	0%	3%
Sharmans Cross	0%	2%
Total	100%	100%

- 6.4.5. Figures showing the vehicular trip distribution to/from each potential growth location within the Solihull Town Centre study area are provided in Appendix I of this Traffic Impact Report.

6.5. Forecast Traffic Impact

- 6.5.1. The vehicular trip generation of each potential growth location has been assigned to the local highway network within the Solihull Town Centre study area to quantify the cumulative impact of the additional trips. The limitations of the assessment, as outlined in Section 1.3 of this Traffic Impact Report, apply.
- 6.5.2. Figure 6-3 and Figure 6-4 show the percentage increase in traffic at each of the key junctions within the Solihull Town Centre study area during the AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00), respectively. The assessment reflects the change in traffic as a result of the potential growth locations



within the Solihull Town Centre study area only. It is important to note that changes in traffic as a result of potential growth locations outside of Solihull Town Centre have not been considered.

- 6.5.3. Summary tables outlining the forecast traffic changes at each of the key junctions within Solihull Town Centre are provided in Appendix J of this Traffic Impact Report.

Figure 6-3 - AM Peak Traffic Increase (Solihull Town Centre)

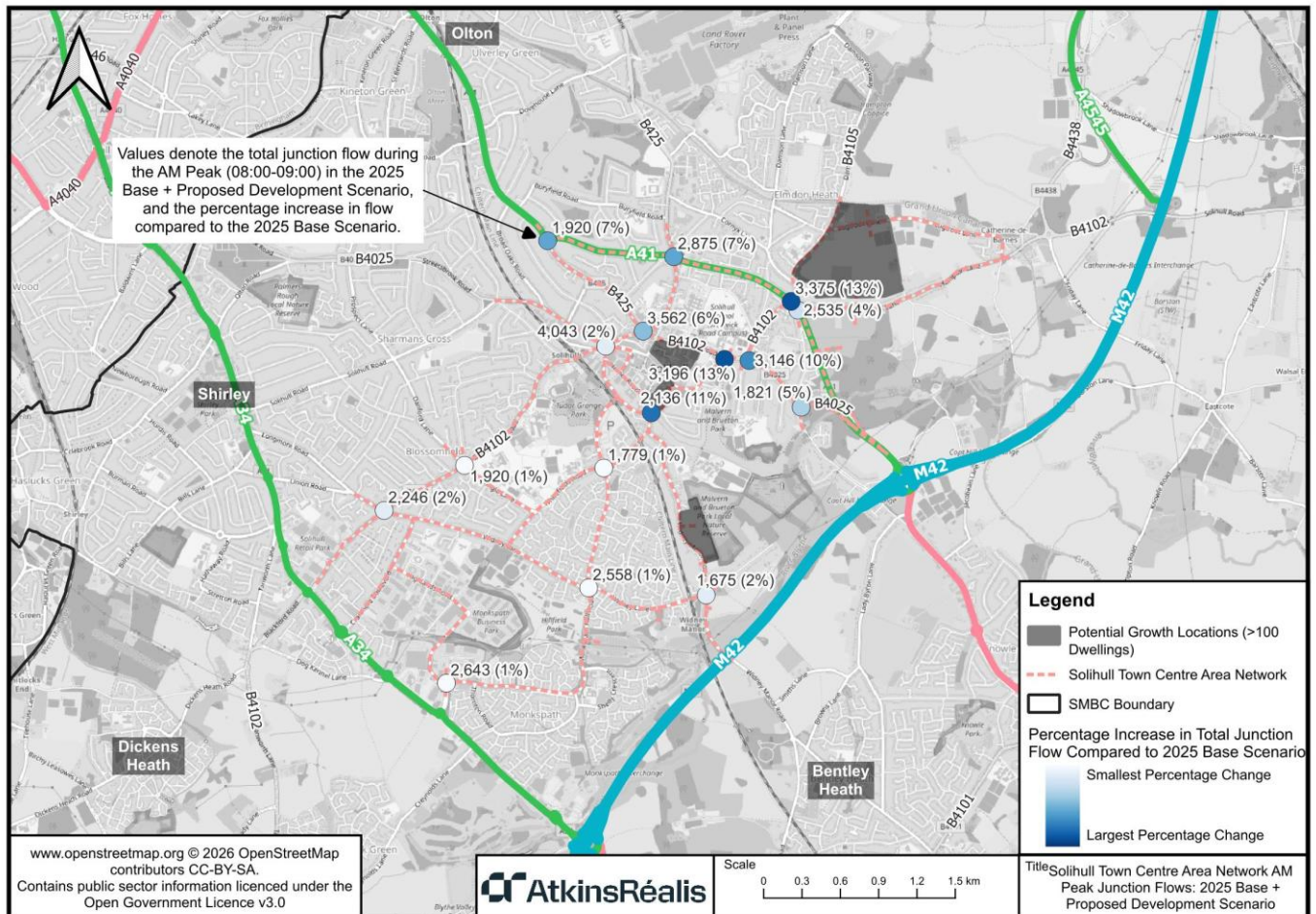
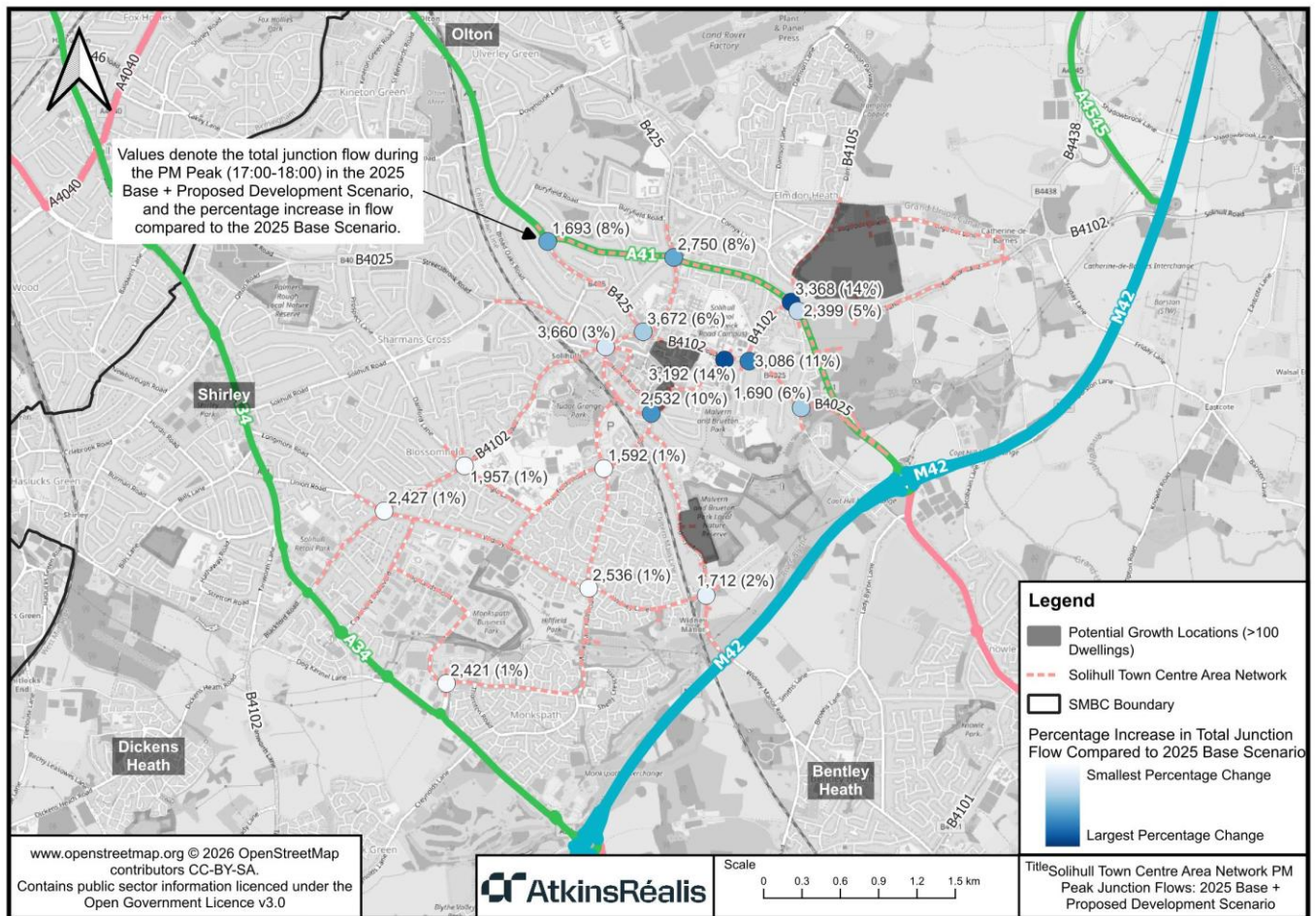


Figure 6-4 - PM Peak Traffic Increase (Solihull Town Centre)



6.6. Summary

- 6.6.1. The assessment indicates that a number of junctions within the Solihull Town Centre study area are likely to experience increases in traffic flows as a result of the potential growth locations. The largest forecast increases are at MCC 81 (New Road / Warwick Road Junction), where traffic flows are forecast to increase by 13% in the AM Peak and 14% in the PM Peak. The same size increases are also forecast at MCC 83 (Solihull Bypass / Yew Tree Lane Junction). Large increases are also forecast at MCC 86 (Church Hill Road / Princes Way / Homer Road Junction (11% AM and 10% PM) and MCC 82 (Warwick Road / Hampton Lane Junction) (10% AM and 11% PM). These locations represent the areas where development-related traffic is anticipated to place the greatest additional demand on the local highway network.
- 6.6.2. However, the findings should be considered in the context of the limitations outlined in Section 1.3 of this report. In particular, the assessment has been undertaken using a static traffic assignment methodology and does not account for dynamic traffic reassignment that may occur as travel patterns adapt to changing traffic conditions. Furthermore, the assessment considers only the impact of potential growth locations within the Solihull Town Centre study area and does not account for cumulative growth elsewhere across the Borough.

7. Conclusion

- 7.1.1. The analysis presented within this Traffic Impact Report has identified the junctions within the five assessment study areas, which are likely to experience the largest increase in vehicular flow across the Borough, as a result of the delivery of the potential growth locations.
- 7.1.2. The findings of this report should be read alongside the PRISM Modelling Report, which has also been prepared, as part of the Transport Evidence Base. The PRISM Modelling Report summarises the findings of a comprehensive cumulative traffic impact assessment, which has been completed using PRISM, which quantifies the combined effects of the proposed residential and employment growth across the Borough.
- 7.1.3. Together, the PRISM Modelling Report and this Traffic Impact Report enable SMBC to understand the transport implications of the potential growth locations and therefore the mitigation measures which may be required to accommodate the forecast growth which is proposed over the new Local Plan period (2028 to 2043).



APPENDICES

Appendix A. Balsall Common Study Area – Trip Distribution and Routing



Appendix B. Balsall Common Study Area – Forecast Traffic Impact

B.1.1.1. The vehicular trip generation of each potential growth location has been assigned to the local highway network within the Balsall Common study area, to quantify the cumulative impact of the additional trips. Table B-1 details the percentage increase in traffic at each of the key junctions and links within the Balsall Common study area during the AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00), respectively. The assessment reflects the change in traffic as a result of the potential growth locations within the Balsall Common study area.

Table B-1 - Forecast Traffic Impact (Balsall Common)

Count ID	Location	AM Peak Total Junction Flow				PM Peak Total Junction Flow			
		2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase	2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase
MCC 1	Kenilworth Road / Bradnocks Marsh Lane	1,429	588	2,017	41%	1,669	599	2,268	36%
MCC 2	Kenilworth Road / Park Lane	1,317	588	1,905	45%	1,535	599	2,134	39%
MCC 3	Meriden Road / Coventry Road / Lavender Hall Lane / Spencers Lane	741	155	896	21%	724	157	881	22%
MCC 4	Kenilworth Road / Hallmeadow Road	1,339	455	1,794	34%	1,492	464	1,956	31%
MCC 5	Lavender Hall Lane / Hallmeadow Road	523	315	838	60%	465	321	786	69%
MCC 6	Station Road / Hallmeadow Road	525	752	1,277	143%	459	766	1,225	167%
MCC 7	Spencers Lane / Truggist Lane	679	540	1,219	80%	689	550	1,239	80%



MCC 8	Spencers Lane / Tanners Lane	716	687	1,403	96%	678	700	1,378	103%
MCC 9	Hodgetts Lane / Waste Lane	779	512	1,291	66%	769	521	1,290	68%
MCC 10	Kelsey Lane / Waste Lane / Windmill Lane	806	1050	1,856	130%	786	1069	1,855	136%
MCC 11	Windmill Lane / Hob Lane	394	881	1,275	224%	437	897	1,334	205%
MCC 12	Kenilworth Road / Windmill Lane	1,211	640	1,851	53%	1,373	651	2,024	47%
MCC 13	Kenilworth Road / Meer End Road / Birmingham Road	1,486	640	2,126	43%	1,639	651	2,290	40%
MCC 14	Kenilworth Road / Alder Lane / Kelsey Lane	1,377	581	1,958	42%	1,461	592	2,053	41%
MCC 15	Balsall Street East / Gipsy Lane / Alder Lane / Holly Lane	759	241	1,000	32%	820	245	1,065	30%
MCC 16	Balsall Street / Station Road / Balsall Street East	680	422	1,102	62%	695	430	1,125	62%
MCC 17	Kenilworth Road / Station Road	1,874	793	2,667	42%	1,946	807	2,753	41%



Count ID	Location	AM Peak Two-Way Link Flow				PM Peak Two-Way Link Flow			
		2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase	2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase
ATC 1	Kenilworth Road, by Turnpike Close	1,254	378	1632	30%	1,312	385	1,698	29%
ATC 2	Station Road	308	247	556	80%	270	252	522	93%
ATC 3	Kenilworth Road, by Meer Stones Road	844	78	922	9%	958	80	1,038	8%



Appendix C. Dickens Heath Study Area – Trip Distribution and Routing



Appendix D. Dickens Heath Study Area – Forecast Traffic Impact

D.1.1. The vehicular trip generation of each potential growth location has been assigned to the local highway network within the Dickens Heath study area, to quantify the cumulative impact of the additional trips. Table D-1 details the percentage increase in traffic at each of the key junctions and links within the Dickens Heath study area during the AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00), respectively. The assessment reflects the change in traffic as a result of the potential growth locations within the Dickens Heath study area.

Table D-1 - Forecast Traffic Impact (Dickens Heath)

Count ID	Location	AM Peak Total Junction Flow				PM Peak Total Junction Flow			
		2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase	2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase
MCC 18	Stratford Road / Marshall Lake Road / Blackford Road	3,323	694	4,017	21%	3,665	706	4,371	19%
MCC 19	Stratford Road / Dog Kennel Lane	3,088	386	3,474	12%	2,900	393	3,293	14%
MCC 20	Stratford Road / Creynolds Lane	3,796	509	4,305	13%	3,612	519	4,131	14%
MCC 21	Stratford Road / Monkspath Hall Road	4,315	373	4,688	9%	4,089	380	4,469	9%
MCC 22	Blackford Road / Dog Kennel Lane / Tanworth Lane	2,148	635	2,783	30%	2,225	647	2,872	29%
MCC 23	Tanworth Lane / Dickens Heath Road	2,205	521	2,726	24%	2,295	530	2,825	23%



MCC 24	Dickens Heath Road / Old Dickens Heath Road / Rumbush Lane	1,320	449	1,769	34%	1,446	457	1,903	32%
MCC 25	Tanworth Lane / Lady Lane	1,044	202	1,246	19%	1,073	206	1,279	19%
MCC 26	Tanworth Lane / Salter Street / Watery Lane	753	179	932	24%	803	183	986	23%
MCC 27	Watery Lane / Vicarage Road / Creynolds Lane / Illshaw Heath Road	677	136	813	20%	804	139	943	17%
MCC 28	Salter Street / Vicarage Road	660	43	703	7%	766	44	810	6%
MCC 29	Kineton Lane / Stroudley Road	618	0	618	0%	851	0	851	0%
MCC 30	Blythe Gate / Central Boulevard	1,329	146	1,475	11%	1,177	149	1,326	13%
MCC 32	Valley Road / Lady Lane / Wood Lane	814	237	1,051	29%	1,048	241	1,289	23%
MCC 33	Norton Lane / Rumbush Lane / Forshaw Heath Road	754	412	1,166	55%	1,010	419	1,429	42%
MCC 35	Norton Lane / Fulford Hall Road	894	386	1,280	43%	1,031	393	1,424	38%
MCC 36	Norton Lane / Lowbrook Lane	837	181	1,018	22%	1,037	184	1,221	18%
MCC 37	Tilehouse Lane / Dickens Heath Road / Fulford Hall Road / Lowbrook Lane	860	312	1,172	36%	815	318	1,133	39%



MCC 38	Tilehouse Lane / Birchy Leasowes Lane	638	349	987	55%	617	355	972	58%
MCC 39	Dickens Heath Road / Birchy Leasowes Lane / Cleobury Lane	699	318	1,017	46%	682	324	1,006	47%
MCC 40	Rumbush Lane / Cleobury Lane	348	167	515	48%	386	170	556	44%
MCC 41	Tilehouse Lane / Tythe Barn Lane	921	300	1,221	33%	973	306	1,279	31%
MCC 52	Monkspath Interchange	4,528	509	5,037	11%	4,020	519	4,539	13%



Count ID	Location	AM Peak Two-Way Link Flow				PM Peak Two-Way Link Flow			
		2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase	2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase
ATC 19	Norton Lane by Rumbush Farm	623	214	837	34%	719	218	937	30%
ATC 4	Creynolds Lane by Shirley Golf Club	549	136	685	25%	641	139	780	22%
ATC 5	Tanworth Lane by Baroda Farm	1,009	66	1,075	7%	1,035	67	1,103	7%
ATC 6	Dickens Heath Road by Tythe Barn Lane	1,064	467	1,531	44%	1,440	476	1,915	33%
ATC 7	Tilehouse Lane	436	255	690	58%	406	259	665	64%
ATC 8	Dickens Heath Road by Tidbury Green School	430	57	488	13%	401	58	459	15%
CON 1	Stratford Road by St George's Road	2,014	279	2,293	14%	2,019	284	2,303	14%
CON 2	Stratford Road by Fountains Care Home	3,220	509	3,729	16%	2,993	519	3,512	17%



Appendix E. Hampton-in-Arden and Meriden Study Area – Trip Distribution and Routing



Appendix F. Hampton-in-Arden and Meriden Study Area – Forecast Traffic Impact

F.1.1. The vehicular trip generation of each potential growth location has been assigned to the local highway network within the Hampton-in-Arden and Meriden study area, to quantify the cumulative impact of the additional trips. Table F-1 details the percentage increase in traffic at each of the key junctions and links within the Hampton-in-Arden and Meriden study area during the AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00), respectively. The assessment reflects the change in traffic as a result of the potential growth locations within the Hampton-in-Arden and Meriden study area.

Table F-1 - Forecast Traffic Impact (Hampton-in-Arden and Meriden)

Count ID	Location	AM Peak Total Junction Flow				PM Peak Total Junction Flow			
		2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase	2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase
MCC 42	Chester Road / Bickenhill Parkway / North Way	1,991	115	2,106	6%	1,839	118	1,957	6%
MCC 43	Stonebridge Island	3,746	352	4,098	9%	4,016	367	4,383	9%
MCC 44	Bickenhill Interchange	4,096	144	4,240	4%	4,246	153	4,399	4%
MCC 45	Clock Roundabout	2,218	92	2,310	4%	2,750	97	2,847	4%
MCC 46	Coventry Road / Damson Parkway	3,801	59	3,860	2%	4,241	61	4,302	1%
MCC 47	Damson Parkway / Old Damson Lane	1,148	19	1,167	2%	1,328	20	1,348	1%
MCC 48	Damson Parkway / Damson Lane	1,212	19	1,231	2%	1,365	21	1,386	2%



MCC 50	Catherine De Barnes Lane / Solihull Road / Friday Lane / Hampton Lane	917	156	1,073	17%	1,303	161	1,464	12%
MCC 72	Meriden Road / Diddington Lane	680	532	1,212	78%	933	543	1,476	58%
MCC 73	Kenilworth Road / Meriden Road / Hampton Lane / Cornets End Lane	2,190	483	2,673	22%	2,543	482	3,025	19%
MCC 74	Birmingham Road / Hampton Lane / Main Road / Fillongley Road	1,530	95	1,625	6%	1,631	96	1,727	6%
MCC 75	Birmingham Road / Maxstoke Lane	923	86	1,009	9%	876	88	964	10%
MCC 76	Main Road / Berkswell Road	742	0	742	0%	789	0	789	0%



Count ID	Location	AM Peak Two-Way Link Flow				PM Peak Two-Way Link Flow			
		2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase	2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase
ATC 9	Solihull Road	337	123	460	36%	393	125	518	32%
ATC 17	Main Road	722	0	722	0%	784	0	784	0%
ATC 18	Hampton Lane	697	95	792	14%	759	96	856	13%
CON 3	Coventry Road	3,080	59	3,138	2%	3,312	61	3,373	2%
CON 4	Damson Parkway	1,156	19	1,174	2%	1,275	20	1,295	2%
CON 5	Kenilworth Road	1,333	117	1,449	9%	1,475	121	1,596	8%



Appendix G. Knowle, Dorridge and Hockley Heath Study Area – Trip Distribution and Routing



Appendix H. Knowle, Dorridge and Hockley Heath Study Area – Forecast Traffic Impact

H.1.1. The vehicular trip generation of each potential growth location has been assigned to the local highway network within the Knowle, Dorridge and Hockley Heath study area, to quantify the cumulative impact of the additional trips. Table H-1 details the percentage increase in traffic at each of the key junctions and links within the Knowle, Dorridge and Hockley Heath study area during the AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00), respectively. The assessment reflects the change in traffic as a result of the potential growth locations within the Knowle, Dorridge and Hockley Heath study area.

Table H-1 - Forecast Traffic Impact (Knowle, Dorridge and Hockley Heath)

Count ID	Location	AM Peak Total Junction Flow				PM Peak Total Junction Flow			
		2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase	2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase
MCC 53	Four Ashes Road / Box Trees Road	730	16	746	2%	833	17	850	2%
MCC 54	Four Ashes Road / Earlswood Road / Nailsworth Road	487	145	632	30%	478	148	626	31%
MCC 56	Grange Road / Earlswood Road	707	180	887	25%	847	183	1,030	22%
MCC 57	Stratford Road / Kineton Lane / Box Trees Road	1,307	180	1,487	14%	1,832	183	2,015	10%
MCC 58	Stratford Road / Aylesbury Road	1,196	70	1,266	6%	1,612	72	1,684	4%
MCC 59	Stratford Road / Old Warwick Road	1,268	24	1,292	2%	1,745	25	1,770	1%



MCC 60	Stratford Road / Spring Lane	1,078	24	1,102	2%	1,578	25	1,603	2%
MCC 61	Copt Hill Interchange	4,431	402	4,833	9%	4,069	409	4,478	10%
MCC 62	Solihull Bypass / Lady Byron Lane	2,342	402	2,744	17%	2,127	409	2,536	19%
MCC 63	Warwick Road / Langfield Road / Wychwood Avenue	1,558	246	1,804	16%	1,317	251	1,568	19%
MCC 64	High Street / Kenilworth Road	1,182	386	1,568	33%	1,163	393	1,556	34%
MCC 65	Kenilworth Road / Wilsons Road	763	62	825	8%	671	63	734	9%
MCC 66	High Street / Wilsons Road / Warwick Road / Station Road	1,095	440	1,535	40%	1,148	448	1,596	39%
MCC 67	Warwick Road / Grove Road / Norton Green Lane	848	110	958	13%	991	112	1,103	11%
MCC 68	Grove Road / Middlefield Avenue / Knowle Wood Road / Avenue Road	704	159	863	23%	739	162	901	22%
MCC 69	Station Road / Widney Road / Grove Road	1,454	321	1,775	22%	1,664	327	1,991	20%
MCC 70	Widney Road / Tilehouse Green Lane	1,082	267	1,349	25%	1,154	272	1,426	24%
MCC 71	Widney Manor Road / Four Ashes Road / Widney Road	1,585	309	1,894	19%	1,822	373	2,195	20%



Count ID	Location	AM Peak Two-Way Link Flow				PM Peak Two-Way Link Flow			
		2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase	2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase
ATC 10	Stratford Road	1,107	70	1,177	6%	1,468	72	1,540	5%
ATC 11	Box Trees Road	676	161	837	24%	774	164	938	21%
ATC 12	Stratford Road	754	134	888	18%	1,053	136	1,189	13%
ATC 13	Warwick Road	1,365	246	1,611	18%	1,176	251	1,426	21%
ATC 14	Warwick Road	526	81	606	15%	565	82	647	15%
ATC 15	Widney Road	904	267	1,171	30%	984	272	1,256	28%
ATC 16	Tilehouse Green Lane	622	11	633	2%	584	11	595	2%



Appendix I. Solihull Town Centre Study Area – Trip Distribution and Routing



Appendix J. Solihull Town Centre – Forecast Traffic Impact

J.1.1.1. The vehicular trip generation of each potential growth location has been assigned to the local highway network within the Solihull Town Centre study area, to quantify the cumulative impact of the additional trips. Table J-1 details the percentage increase in traffic at each of the key junctions and links within the Solihull Town Centre study area during the AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00), respectively. The assessment reflects the change in traffic as a result of the potential growth locations within the Solihull Town Centre study area.

Table J-1 - Forecast Traffic Impact (Solihull Town Centre)

Count ID	Location	AM Peak Total Junction Flow				PM Peak Total Junction Flow			
		2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase	2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase
MCC 77	Lode Lane / Solihull Bypass / Seven Star Road	2,677	198	2,875	7%	2,544	206	2,750	8%
MCC 78	Warwick Road / Seven Star Road	1,797	123	1,920	7%	1,564	129	1,693	8%
MCC 79	Lode Lane / Warwick Road	3,355	207	3,562	6%	3,452	220	3,672	6%
MCC 80	Princes Way / Blossomfield Way / Streetsbrook Road / Lode Lane / Station Road	3,952	91	4,043	2%	3,563	97	3,660	3%
MCC 81	New Road / Warwick Road	2,822	374	3,196	13%	2,796	396	3,192	14%
MCC 82	Warwick Road / Hampton Lane	2,864	282	3,146	10%	2,789	297	3,086	11%
MCC 83	Solihull Bypass / Yew Tree Lane	2,985	390	3,375	13%	2,966	402	3,368	14%



MCC 84	Solihull Bypass / Hampton Lane	2,426	109	2,535	4%	2,286	113	2,399	5%
MCC 85	Warwick Road Roundabout	1,731	90	1,821	5%	1,594	96	1,690	6%
MCC 86	Church Hill Road / Princes Way / Homer Road	1,923	213	2,136	11%	2,310	222	2,532	10%
MCC 87	Monkspath Hall Road / Whitefields Road	1,757	22	1,779	1%	1,569	23	1,592	1%
MCC 88	Widney Lane / Monkspath Hall Road	2,528	30	2,558	1%	2,506	30	2,536	1%
MCC 89	Widney Lane / Widney Manor Road / Lovelace Avenue	1,636	39	1,675	2%	1,672	40	1,712	2%
MCC 90	Monkspath Hall Road / Highlands Road	2,623	20	2,643	1%	2,401	20	2,421	1%
MCC 91	Marshall Lake Road / Blossomfield Road / Longmore Road / Widney Lane	2,212	34	2,246	2%	2,391	36	2,427	1%
MCC 92	Blossomfield Road / Dingle Lane / Danford Lane	1,903	17	1,920	1%	1,939	18	1,957	1%



Count ID	Location	AM Peak Two-Way Link Flow				PM Peak Two-Way Link Flow			
		2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase	2025 Base	Potential Growth Locations	2025 Base + PGL	% Increase
ATC 20	Solihull Bypass	1,646	78	1,724	5%	1,296	79	1,376	6%
ATC 21	Monkspath Hall Road	1,498	22	1,520	1%	1,385	23	1,408	2%
ATC 22	Widney Manor Road	826	39	865	5%	849	40	889	5%
ATC 23	Widney Lane	1,111	10	1,121	1%	1,090	10	1,100	1%
CON 6	Warwick Road	1,619	90	1,709	6%	1,528	96	1,624	6%
CON 7	Warwick Road	1,736	194	1,930	11%	1,716	207	1,923	12%
CON 8	Lode Lane	1,244	78	1,322	6%	1,235	84	1,319	7%
CON 9	Blossomfield Road	1,173	15	1,188	1%	997	16	1,013	2%



AtkinsRéalis



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

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