



SOLIHULL LOCAL PLAN TRANSPORT EVIDENCE BASE

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1. Introduction

1.1. Background

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

1.2. Report Purpose

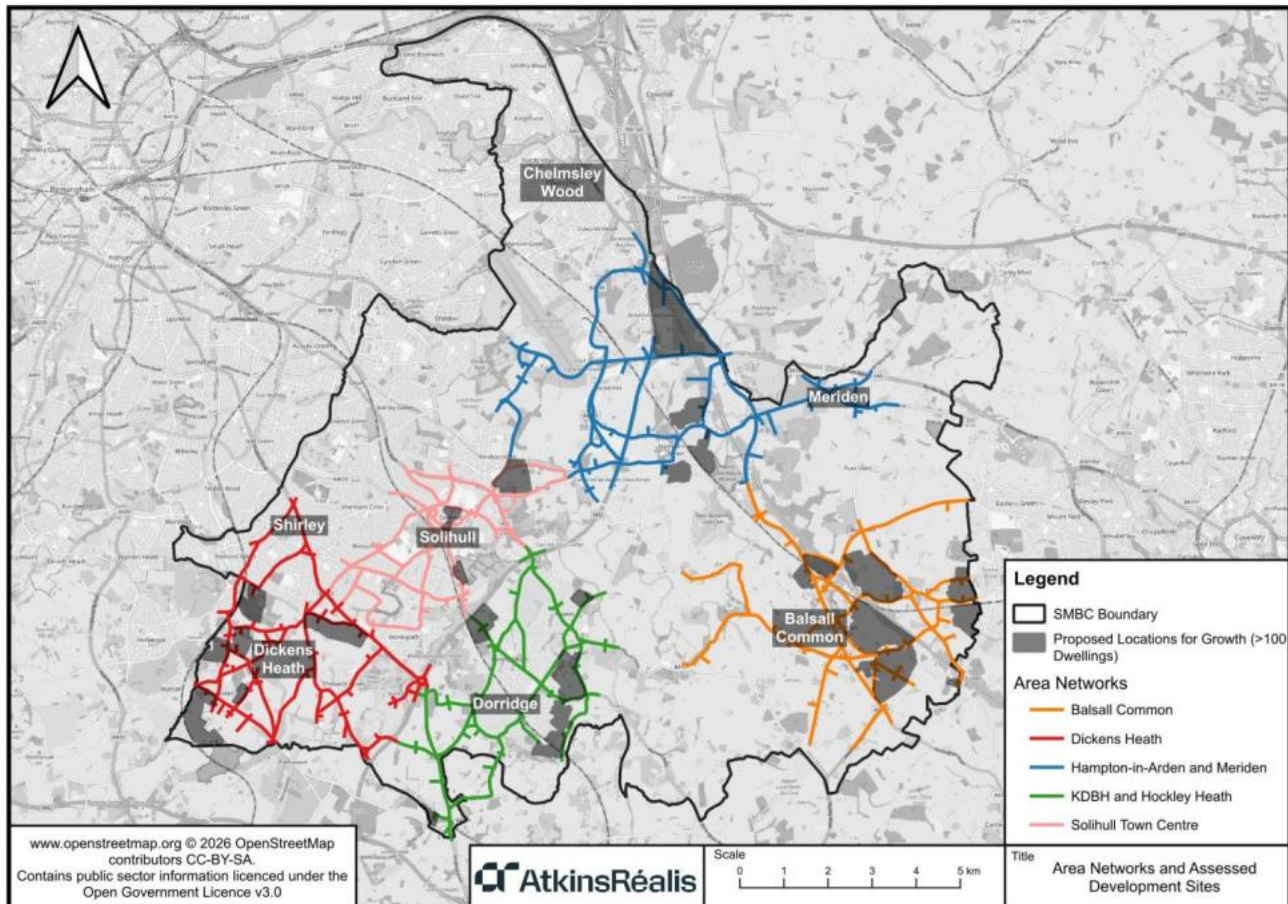
- 1.2.1. This Transport Vision and Growth Strategy Report has been prepared by AtkinsRéalis to set out the vision for the future transport network across the Borough during the new Local Plan period (2028 to 2043). The report forms part of the updated Transport Evidence Base and draws on the findings of the Traffic Impact Report, the Connectivity Analysis Report, and the PRISM Modelling Report which considers the cumulative impact of planned housing and employment growth across the Borough.
- 1.2.2. This report also identifies a high-level transport strategy for the Borough, including the five areas expected to accommodate significant housing growth. The strategy highlights where transport improvements may be required and which modes should be prioritised to support potential housing and employment growth areas. This will help ensure that the transport network can accommodate future growth while improving connectivity and providing more sustainable travel choices.
- 1.2.3. The strategy will inform the Infrastructure Delivery Plan (IDP) by identifying the broad transport interventions that are likely be required to support future growth. However, as individual proposals come forward through the planning process, applicants will be responsible for assessing the impacts of their proposals on the transport network under all reasonable future scenarios and identifying any specific mitigation required. Such assessments should be undertaken in accordance with the principles and priorities set out within this Transport Vision and Growth Strategy Report.

1.3. Broad Locations for Growth

- 1.3.1. The high-level transport strategy focuses on the five areas of the Borough that are expected to accommodate housing growth over the Local Plan period (see Figure 1-1). Further details on the scale and distribution of planned growth within each area are provided in the Traffic Impact Report and Connectivity Analysis Report.
- 1.3.2. The five growth areas are:
- Balsall Common;
 - Dickens Heath;
 - Hampton-in-Arden and Meriden;
 - Knowle, Dorridge and Hockley Heath; and
 - Solihull Town Centre.



Figure 1-1 – Potential Growth Locations



1.4. Solihull Connected 2023

- 1.4.1. Solihull Connected, the Borough's Transport Strategy, was originally adopted in 2016. Since then, significant changes have taken place, including a greater focus on reducing carbon emissions and protecting the environment. The Covid-19 pandemic also changed how people travel, work and spend their leisure time, accelerating existing trends and creating new challenges and opportunities for the transport network.
- 1.4.2. In response, Solihull Connected was refreshed in 2023 to update the Council's approach to transport for the coming decade. This Transport Vision and Growth Strategy aligns with Solihull Connected 2023 to provide a framework to support growth and improve connectivity across the Borough.
- 1.4.3. The vision for Solihull Connected is outlined below:

“Solihull will have a multi-modal transport system that accesses all parts of the Borough, supports our economy, is safe to use and makes the Borough healthier and fairer for communities, businesses, and visitors.”

2. Transport Vision

2.1. Introduction

- 2.1.1. This section sets out the Transport Vision, Strategic Themes, and Objectives for the Local Plan refresh drawn from Solihull Connected 2023.
- 2.1.2. The Transport Vision sets out the long-term ambition for the Borough's transport network, whilst the Strategic Themes identify the key priorities that will guide decision-making. The Transport Objectives translate the Vision and Strategic Themes into a series of outcomes that will inform future planning, transport investment and development decisions throughout the Local Plan period.

2.2. Vision

- 2.2.1. The Transport Vision for the Local Plan refresh is outlined below:

“New development will be focused in locations that maximise opportunities for walking, wheeling, cycling and public transport, reducing reliance on private car travel.”

2.3. Strategic Themes

- 2.3.1. The Transport Vision for the Local Plan refresh is supported by six strategic themes. These themes provide a clear framework for guiding future development and transport investment across the Borough, ensuring alignment between the Local Plan refresh and Solihull Connected 2023.

Sustainable Growth and Place-Making

- Align transport and land use planning to support planned housing and employment growth.
- Ensure new development is designed around sustainable transport from the outset.
- Support the regeneration of Solihull Town Centre, Local Centres and the UK Central Hub.

Accessibility and Inclusion

- Provide access to opportunities regardless of age, disability, income or location.
- Reduce transport poverty.
- Improve connections between communities, services and employment locations.

Modal Shift and Active Travel

- Prioritise walking, wheeling and cycling for local journeys.
- Develop high quality active travel networks connecting homes, centres, schools and transport hubs.
- Support behavioural change towards sustainable travel.



High Quality Public Transport

- Create a reliable, integrated and attractive public transport network.
- Improve connectivity to the UK Central Hub, HS2 Interchange, Birmingham Airport and major employment areas.
- Strengthen bus, rail and future mass transit links across the Borough.

Net Zero and Environmental Quality

- Support Solihull's commitment to achieving net zero emissions.
- Reduce transport-related carbon emissions.
- Improve air quality, public health and quality of life through reduced car dependency and greater use of sustainable modes.

Economic Competitiveness and Connectivity

- Support the delivery of UK Central and other strategic growth locations.
- Improve access to jobs and skills.
- Maintain efficient movement of people and goods whilst encouraging more sustainable travel choices.

2.4. Objectives

2.4.1. The following Transport Objectives have been developed to support delivery of the Transport Vision and Strategic Themes, providing a framework to guide future planning, transport investment and development decisions across the Borough.

- **Objective 1** - Enable growth in locations that are highly accessible by sustainable transport.
- **Objective 2** - Reduce dependency on private car travel.
- **Objective 3** - Increase levels of walking, wheeling, cycling and public transport use.
- **Objective 4** - Deliver a connected active travel network.
- **Objective 5** - Facilitate the delivery of strategic transport infrastructure and services.
- **Objective 6** - Improve access to opportunities for all communities.
- **Objective 7** - Contribute to Solihull's Net Zero ambitions.
- **Objective 8** - Create healthy, safe and attractive places for people.
- **Objective 9** - Support economic growth.



3. Traffic Impact Report

3.1. Overview

- 3.1.1. The Traffic Impact Report provides a high-level assessment of the potential highway impacts associated with planned residential growth across the Borough. The assessment considers 35 potential growth locations comprising 17,983 dwellings across five growth areas: Balsall Common, Dickens Heath, Hampton-in-Arden and Meriden, Knowle, Dorridge and Hockley Heath, and Solihull Town Centre.
- 3.1.2. The assessment uses trip generation and traffic assignment techniques to identify areas of the highway network which are most likely to experience increased demand as a result of the planned residential growth. The findings indicate that development is expected to increase traffic flows across all five growth areas, with the most significant impacts concentrated at a number of local junctions. These locations require further assessment to determine the requirement for mitigation or infrastructure improvements.

3.2. Strategic Conclusions

Balsall Common

- 3.2.1. The assessment identified a number of junctions within Balsall Common where the planned residential growth is expected to generate significant increases in traffic¹. These locations are:
- **Windmill Lane / Hob Lane Junction** - Forecast traffic increase of 224% in the AM peak and 205% in the PM peak.
 - **Station Road / Hallmeadow Road Roundabout** - Forecast traffic increase of 143% in the AM peak and 167% in the PM peak.
 - **Kelsey Lane / Waste Lane / Windmill Lane Junction** - Forecast traffic increase of 130% in the AM peak and 136% in the PM peak.
 - **Spencers Lane / Tanners Lane Roundabout** - Forecast traffic increase of 96% in the AM peak and 103% in the PM peak.

¹ Percentage increases are expressed relative to existing traffic levels. Therefore, a 150% increase means that the forecast traffic is 2.5 times higher than the existing levels.



Dickens Heath

3.2.2. The assessment identified a number of junctions within Dickens Heath where the planned residential growth is expected to generate significant increases in traffic. These locations are:

- **Norton Lane / Rumbush Lane / Forshaw Heath Road** – Forecast traffic increase of 58% in the AM peak and 64% in the PM peak.
- **Tilehouse Lane / Birchy Leasowes Lane Junction** – Forecast traffic increase of 55% in the AM peak and 58% in the PM peak.
- **Rumbush Lane / Cleobury Lane Junction** – Forecast traffic increase of 48% in the AM peak and 44% in the PM peak.
- **Dickens Heath Road / Birchy Leasowes Lane / Cleobury Lane Junction** – Forecast traffic increase of 46% in the AM peak and 47% in the PM peak.

Hampton-in-Arden and Meriden

3.2.3. The assessment identified a number of junctions within Hampton-in-Arden and Meriden where the planned residential growth is expected to generate significant increases in traffic. These locations are:

- **Meriden Road / Diddington Lane Junction** – Forecast traffic increase of 78% in the AM peak and 58% in the PM peak.
- **Kenilworth Road / Hampton Lane / Cornets End Lane Roundabout** – Forecast traffic increase of 22% in the AM peak and 19% in the PM peak.
- **Catherine De Barnes Lane / Solihull Road / Friday Lane / Hampton Lane Roundabout** – Forecast traffic increase of 17% in the AM peak and 12% in the PM peak.

Knowle, Dorridge and Hockley Heath

3.2.4. The assessment identified a number of junctions within Knowle, Dorridge and Hockley Heath where the planned residential growth is expected to generate significant increases in traffic. These locations are:

- **High Street / Wilsons Road / Warwick Road / Station Road Junction** – Forecast traffic increase of 40% in the AM peak and 39% in the PM peak.
- **High Street / Kenilworth Road Junction** – Forecast traffic increase of 33% in the AM peak and 34% in the PM peak.
- **Four Ashes Road / Nailsworth Road / Earlswood Road Junction** – Forecast traffic increase of 30% in the AM peak and 31% in the PM peak.



- **Widney Road / Tilehouse Green Lane Junction** – Forecast traffic increase of 25% in the AM peak and 24% in the PM peak.

Solihull Town Centre

3.2.5. The assessment identified a number of junctions within Solihull Town Centre where the planned residential growth is expected to generate increases in traffic. These locations are:

- **New Road / Warwick Road Junction** – Forecast traffic increase of 13% in the AM peak and 14% in the PM peak.
- **Solihull Bypass / Yew Tree Lane Junction** – Forecast traffic increase of 13% in the AM peak and 14% in the PM peak.
- **Church Hill Road / Princes Way / Homer Road Junction** – Forecast traffic increase of 11% in the AM peak and 10% in the PM peak.
- **Warwick Road / Hampton Lane Junction** – Forecast traffic increase of 10% in the AM peak and 11% in the PM peak.



4. Connectivity Analysis Report

4.1. Overview

- 4.1.1. The Connectivity Analysis Report provides a high-level assessment of the accessibility of the proposed residential development areas across the Borough. The assessment considers 35 potential growth locations comprising 17,983 dwellings across five growth areas: Balsall Common, Dickens Heath, Hampton-in-Arden and Meriden, Knowle, Dorridge and Hockley Heath, and Solihull Town Centre. The analysis uses the Department for Transport Connectivity Tool and TRACC software to assess connectivity by walking, cycling, public transport and car.
- 4.1.2. The assessment identifies how well each assessed development area is connected to key destinations, including schools, healthcare, employment, retail centres and public transport networks. The findings indicate that connectivity varies significantly across the Borough, with assessed development areas in and around Solihull Town Centre, Knowle, Dorridge and parts of Dickens Heath generally offering the strongest accessibility by sustainable modes. In contrast, assessed development areas within Hampton-in-Arden, Berkswell, Balsall Common and Arden Cross exhibit greater connectivity constraints, particularly in relation to walking accessibility, public transport provision and access to everyday services. These locations are more likely to require transport investment and supporting infrastructure to reduce the risk of car dependency and support sustainable development.
- 4.1.3. Overall, the analysis demonstrates that the more urbanised areas of the Borough are generally better placed to accommodate growth with comparatively limited intervention, whereas assessed development areas within the more rural eastern areas are likely to require more substantial improvements to active travel infrastructure, public transport services, and local amenities.

4.2. Strategic Conclusions

Balsall Common

- 4.2.1. Balsall Common experiences relatively high levels of car dependency due to its rural location, limited public transport provision and gaps in pedestrian infrastructure. While investment in sustainable transport and active travel connections will be important to encourage modal shift, a degree of car dependency is likely to remain in a rural settlement. Consequently, investment in highway infrastructure should also be considered to improve connectivity, support economic growth and ensure access to employment opportunities and everyday services.

Dickens Heath

- 4.2.2. Dickens Heath generally benefits from good levels of connectivity. However, public transport accessibility is lower in some areas and walking and cycling links can be more limited in rural locations around Dickens Heath. Targeted improvements could further enhance access to local services and key destinations by sustainable modes.



Hampton-in-Arden and Meriden

- 4.2.3. Hampton-in-Arden and Meriden benefit from good rail connectivity, however, the existing bus service provision is limited and access to local services by walking/cycling is constrained in some locations. As a result, residents are likely to be more car dependent. Therefore, there is an opportunity to enhance sustainable transport connections to improve accessibility and travel choice. While investment in sustainable transport and active travel connections will be important to encourage modal shift, a degree of car dependency is likely to remain in rural settlements. Consequently, investment in highway infrastructure should also be considered to improve connectivity, support economic growth and ensure access to employment opportunities and everyday services.

Knowle, Dorridge and Hockley Heath

- 4.2.4. Knowle, Dorridge and Hockley Heath generally benefit from strong levels of connectivity. However, access to public transport and opportunities for walking can be more limited away from the main transport corridors, particularly in some of the more rural locations. Targeted improvements could help enhance local accessibility and support a wider range of sustainable travel choices.

Solihull Town Centre

- 4.2.5. Solihull Town Centre benefits from strong levels of connectivity, with excellent access to services, employment opportunities and key destinations by walking, cycling and public transport. Connectivity is generally well established, and only limited, targeted interventions are likely to be required to support future growth and maintain high levels of accessibility.



5. PRISM Modelling Report

5.1. Overview

- 5.1.1. The PRISM Modelling Report assesses the highway impacts of the proposed Solihull Local Plan growth using the Transport for West Midlands (TfWM) Policy Responsive Integrated Strategy Model (PRISM). The assessment compares a 2046 Baseline scenario, which includes committed development and transport schemes, against a Do-Something (DS) scenario that also incorporates the proposed Local Plan housing and employment growth. The modelling focuses on the AM and PM peak periods when traffic impacts are expected to be the most significant.
- 5.1.2. The PRISM assessment identifies the locations where Local Plan growth is expected to result in the greatest increases in traffic flow, network stress and congestion. The modelling analysis demonstrates that the Local Plan growth will increase traffic demand across both the local highway network and the Strategic Road Network (SRN), with the most notable impacts occurring around Arden Cross, the UK Central Hub area and key corridors serving Balsall Common, Hampton-in-Arden, Knowle, Dorridge, and Bentley Heath.
- 5.1.3. Overall, the modelling analysis indicates that whilst the highway network is capable of accommodating a significant proportion of the Local Plan growth, several key junctions and corridors are expected to experience increased congestion and will require further consideration through future transport interventions and mitigation measures. These locations should form a key focus of subsequent transport planning and infrastructure investment associated with the Local Plan.

5.2. Strategic Conclusions

UK Central Hub

- 5.2.1. The largest transport impacts forecast are associated with the proposed residential and employment growth at Arden Cross and the wider UK Central area. The modelling forecasts increases of over 1,000 two-way vehicle movements on parts of the M42, A45 Coventry Road and A452 corridors during peak periods. Consequently, a number of strategic junctions in this area are forecast to experience increased congestion and may require targeted mitigation to support planned growth.

Hampton-in-Arden, Balsall Common and Meriden

- 5.2.2. Development growth within Hampton-in-Arden, Balsall Common and the surrounding rural settlements is forecast to increase traffic flows on routes including the A452 Kenilworth Road, Berkswell Road, Barston Lane and Meriden Road. The PRISM analysis suggests that additional investment may be required to maintain network performance and accommodate future growth along these routes.

Knowle, Dorridge and Bentley Heath

- 5.2.3. Forecast growth within Knowle, Dorridge and Bentley Heath is forecast to increase traffic demand on several local routes, particularly Widney Manor Road and the Warwick Road. The modelling identifies increased pressure at a number of junctions within this area, indicating that transport improvements may be required to manage future congestion.



Solihull Urban Area

- 5.2.4. The Solihull urban area is forecast to experience moderate increases in traffic demand resulting from the planned Local Plan growth. Whilst much of the network is forecast to operate effectively, increased delays are forecast at several key junctions along the Solihull Bypass and Stratford Road corridors, highlighting the need for targeted mitigation measures to support future development.

Strategic Road Network

- 5.2.5. The PRISM modelling demonstrates that the forecast Local Plan growth will have implications beyond the local highway network, generating additional traffic on strategic routes including the M42 and M6. Although the overall increase in congestion is generally modest, the assessment identifies a number of key motorway and trunk road junctions where future monitoring and intervention may be required to ensure the efficient movement of people and goods across the Borough and wider West Midlands.

5.3. Locations for Future Mitigation

- 5.3.1. Based on an assessment of changes in delay, volume-to-capacity ratios and queue lengths between the Do Something (DS) and Baseline scenarios, the PRISM modelling has identified a number of locations where highway mitigation may be required to support the delivery of Local Plan growth. These locations are forecast to experience the most significant increases in congestion and delay and should be subject to further assessment as development proposals progress through the planning process.

- 5.3.2. The key locations identified are:

- Chester Road / Coleshill Heath Road;
- Chester Road / Solihull Parkway;
- Coleshill Heath Road / A446 Stonebridge Road;
- Stratford Road / Creynolds Lane;
- Stratford Road / Monkspath Hall Road;
- Yew Tree Lane / Solihull Bypass;
- A45 Coventry Road / Damson Parkway;
- M42 / A45; and
- M6 / A446.



7. Growth Strategy

7.1. Infrastructure Delivery Plan

- 7.1.1. This Transport Vision and Growth Strategy Report will inform the IDP by identifying the strategic transport interventions likely to be required to support planned growth across the Borough. However, as individual development comes forward through the planning process, applicants will be responsible for assessing the impacts of their proposals on the transport network under reasonable future scenarios and identifying any site-specific mitigation required. Such assessments should be undertaken in accordance with the vision, objectives and priorities set out in this report.
- 7.1.2. This Transport Vision and Growth Strategy Report identifies the strategic transport improvements required to support the forecast levels of housing and employment growth across the Borough (informed by the findings of the PRISM Report and the Connectivity Analysis Report). It also sets out high-level transport strategies and interventions for the five areas expected to accommodate significant housing growth (informed by the Traffic Impact Report and the Connectivity Analysis Report).

7.2. Strategic Improvements

- 7.2.1. The following sections identify transport improvements that may be required across the Borough to support the forecast levels of housing and employment growth over the new Local Plan period (2028 to 2043). The measures have been informed by the findings of the PRISM Report and the Connectivity Analysis Report and are intended to address existing transport constraints, enhance opportunities for sustainable travel, and support the delivery of planned growth.

Highway Improvements

- 7.2.2. **Targeted Highway and Junction Improvements:** Whilst the overall transport vision seeks to maximise sustainable travel, the PRISM modelling indicates that highway network enhancements may be required at specific locations (see Section 5.3) to accommodate the forecast level of housing and employment growth. Such interventions should focus on addressing capacity constraints, improving network resilience and supporting access to new development.
- 7.2.3. **Local Centres and Mobility Hubs:** The Connectivity Analysis Report identified that poor connectivity in some parts of the Borough is linked to limited access to local services and facilities. Larger development should therefore incorporate local centres containing services such as shops, healthcare facilities, community uses and schools, reducing the need to travel. These centres should be supported by mobility hubs integrating bus services, cycle parking and other sustainable transport facilities.

Public Transport Improvements

- 7.2.4. **Improved Access to Rail Stations:** The Connectivity Analysis Report highlights the importance of rail services in connecting residents to employment opportunities and other key destinations. Enhancements should focus on improving access to stations through better walking, cycling and bus connections, supported by improved wayfinding, secure cycle parking and interchange facilities.



- 7.2.5. **Enhanced Bus Services Along Key Corridors:** The Connectivity Analysis Report indicates increased demand for bus travel as a result of planned growth, particularly along strategic corridors such as Solihull to Coventry. Improvements should include increases in service frequency, improved reliability, enhanced passenger infrastructure and better real-time information provision across the Borough in line with the West Midlands Bus Service Improvement Plan (BSIP).
- 7.2.6. **Expansion of Bus Services:** Several of the assessed development areas are not located within convenient access of a railway station and/or a high frequency bus service. New and enhanced bus services will be required to connect these areas to employment opportunities and other key destinations. Where possible, services should be introduced early in the development process to influence travel behaviours from the outset.

Active Travel Improvements

- 7.2.7. **Walking Network Improvements:** The Connectivity Analysis identified that a number of locations experience relatively poor pedestrian accessibility to local services, employment opportunities and public transport. Walking improvements should therefore include new footways, upgraded pedestrian crossings and enhanced links to key destinations, particularly in rural areas and locations where existing networks are fragmented.
- 7.2.8. **Borough Wide Cycling Network:** Existing cycling infrastructure across the Borough is fragmented, limiting its attractiveness for everyday journeys. In line with the LCWIP, a connected cycling network should be developed linking residential areas with employment locations, town centres, schools, local centres and public transport interchanges. Particular focus should be placed on improving connectivity to key growth areas and major trip attractors.
- 7.2.9. **Improved Walking and Cycling Access to Public Transport:** Walking and cycling improvements should complement investment in rail and bus services by providing safe, direct and attractive access routes to railway stations, bus stops and transport interchanges. This will help expand the catchment of public transport services and support greater use of sustainable travel modes.

7.3. Broad Locations for Growth

- 7.3.1. The following sections set out the high-level transport strategies and interventions for the five areas expected to accommodate significant housing growth (informed by the Traffic Impact Report and the Connectivity Analysis Report).

Balsall Common

- Contributions towards the Balsall Common Multi Modal Package (incorporating the Balsall Common Relief Road and Town Centre Active Travel / Public Realm Improvements).
- Enhanced bus service provision and frequency improvements to reduce car dependency and improve access to key employment and service destinations.
- Improved walking, cycling and bus access to Berkswell Railway Station.



- Targeted highway improvements, including assessment of capacity enhancements at:
 - Windmill Lane / Hob Lane Junction.
 - Station Road / Hallmeadow Road Roundabout.
 - Kelsey Lane / Waste Lane / Windmill Lane Junction.
 - Spencers Lane / Tanners Lane Roundabout.

Dickens Heath

- Enhanced bus services along key corridors serving Dickens Heath and surrounding settlements.
- Improved walking and cycling links between new development, local services, schools and neighbouring communities.
- Delivery of high quality active travel routes to address connectivity gaps in rural areas surrounding Dickens Heath.
- Provision of local centres and mobility hubs within larger development where appropriate.
- Targeted highway improvements, including assessment of capacity enhancements at:
 - Norton Lane / Rumbush Lane / Forshaw Heath Road
 - Tilehouse Lane / Birchy Leasowes Lane Junction
 - Rumbush Lane / Cleobury Lane Junction
 - Dickens Heath Road / Birchy Leasowes Lane / Cleobury Lane Junction

Hampton-in-Arden and Meriden

- Improved walking and cycling connections to local services, employment areas and railway stations.
- Enhanced access to Hampton-in-Arden Railway Station through improved pedestrian, cycling and bus connections.
- Expansion of local bus services to increase accessibility and reduce car dependency.
- Improved public transport connections to the UK Central Hub, HS2 Interchange, Birmingham Airport and surrounding employment areas.
- Provision of local centres and mobility hubs within larger development where appropriate.
- Targeted highway improvements, including assessment of capacity enhancements at:
 - Meriden Road / Diddington Lane Junction.
 - Kenilworth Road / Hampton Lane / Cornets End Lane Roundabout.
 - Catherine De Barnes Lane / Solihull Road / Friday Lane / Hampton Lane Roundabout.

Knowle, Dorridge and Hockley Heath

- Targeted improvements to walking and cycling connectivity, particularly in locations away from the main transport corridors.
- Enhanced access to railway stations through improved walking, cycling and bus connections.
- Improvements to local bus services and passenger infrastructure to support sustainable travel choices.
- Delivery of active travel improvements linking residential areas to local centres, schools and transport interchanges.
- Targeted highway improvements, including assessment of capacity enhancements at:



- High Street / Wilsons Road / Warwick Road / Station Road Junction.
- High Street / Kenilworth Road Junction.
- Four Ashes Road / Nailsworth Road / Earlswood Road Junction.
- Widney Road / Tilehouse Green Lane Junction.

Solihull Town Centre

- Continued prioritisation of walking, cycling and public transport as the principal means of accommodating future growth.
- Improvements to walking and cycling access to key destinations, public transport interchanges and assessed development areas.
- Enhancements to bus services and interchange facilities to support sustainable travel demand.
- Improved access to Solihull Railway Station through enhanced walking, cycling and bus connections.
- Delivery of targeted interventions to maintain high levels of accessibility and connectivity.
- Targeted highway improvements, including assessment of capacity enhancements at:
 - New Road / Warwick Road Junction.
 - Solihull Bypass / Yew Tree Lane Junction.
 - Church Hill Road / Princes Way / Homer Road Junction.
 - Warwick Road / Hampton Lane Junction.



8. Conclusion

8.1. Summary

- 8.1.1. This report sets out a Transport Vision and growth strategy to support the delivery of the Solihull Local Plan between 2028 and 2043. It identifies the strategic transport interventions required to accommodate planned housing and employment growth, informed by the findings of the transport evidence base.
- 8.1.2. The evidence indicates that growth can be supported through a combination of targeted highway improvements, enhanced public transport provision, and improved walking and cycling infrastructure. By focusing growth in accessible locations and delivering the interventions identified within this strategy, the Borough can support sustainable economic and residential growth, improve connectivity, and reduce reliance on private car travel over the Local Plan period (2028 to 2043).
- 8.1.3. The delivery of planned growth should follow a clear transport hierarchy, with priority given to measures that reduce the need to travel and maximise the use of sustainable modes. Development proposals should first seek to accommodate growth through investment in walking, cycling and public transport infrastructure. Where impacts on the transport network remain, developers should then consider targeted measures to encourage modal shift and support sustainable travel choices. Highway capacity improvements may also be required in some locations, particularly where they are necessary to address capacity constraints, maintain network resilience, support economic growth, or improve access to key services and employment opportunities. However, such measures should be considered alongside opportunities to promote sustainable transport.



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