

Solihull Cycling and Walking Infrastructure Plan

Developing Long Term Cycling and Walking Network Plan

Solihull MBC

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DRAFT

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1. LCWIP Introduction

1.1. Solihull Metropolitan Borough Council Commission

AECOM were commissioned to support the development of the Solihull Local Cycling and Walking Infrastructure Plan (LCWIP). To seek a mode shift from the car to cycling and walking, it is imperative that conditions are improved for those that wish to travel by bike or on foot. It is important to understand where and how people are currently travelling and how this is likely to change in the future based on various factors including developments proposed through the Local Plan.

The Solihull LCWIP provides a strategic approach to identify a long term Cycling Network Plan and a number of core walking zones (CWZs) within major district centres and employment zones. The LCWIP has identified key corridors within the local network which will form the basis of a long term Cycling Network Plan for the Borough. The CWZs have been identified to improve the pedestrian environment in areas with current or potential high footfall.

The Solihull LCWIP objectives are to:

- Help to develop a step change in Solihull where cycling and walking for short journeys (under 5km) are seen as convenient modes of travel.
- Engage with the public and key stakeholders to understand perceptions and requirements relating to cycling and walking.
- Identify a Cycling Network Plan which will inform the delivery of high quality cycle infrastructure across the Borough.
- Improve urban to rural connectivity via new cycle provision
- Inform the delivery of high quality pedestrian environments through Solihull CWZs
- Develop a cycling and walking delivery plan through a prioritised programme of cycling and walking schemes, ensuring a strategic approach to network planning.

The key outputs of the LCWIP have been:

- Assist in the implementation of the West Midlands Cycle Network (through engagement with TfWM)
- The identification of the Solihull Cycling Network
- 7 'priority cycle schemes' including detailed cost and feasibility analysis
- Walking infrastructure improvements identified within six CWZs
- Identifying three priority cycle schemes to be taken forward for development in 2020/2021.
- Integration of the Solihull LCWIP into Solihull local planning policy, taking into account the overarching West Midlands strategies for planning and transport.

1.2. Supporting Transport for West Midlands Cycle Charter

The Solihull LCWIP has been developed to align closely with the regional LCWIP developed in partnership with Transport for West Midlands (TfWM) and constituent local authorities. The regional LCWIP will support the West Midlands Cycling Charter.

The West Midlands Cycling Charter outlines the key principles that all partners (including Solihull) have adopted to deliver the required change in cycling as a form of travel across the West Midlands Metropolitan area. It represents a shared vision and approach that will increase cycling levels across the West Midlands.

A detailed Action Plan is currently being delivered by TfWM with the target of increasing levels of cycling to 5% of all trips by 2023 from the current levels of 1.8% (Census Data, 2011). To ensure that this target can be met locally within Solihull, it is imperative that high propensity cycling corridors are identified within our borough.

1.3. LCWIP Background

In April 2017, the Department for Transport (DfT) published the first National Cycling and Walking Investment Strategy (CWIS). The CWIS ambition is to make cycling and walking ‘the natural choices for shorter journeys, or as part of longer journeys’. The strategy is seeking to support the transformation of local areas where the dominance of the motorised vehicle will be reduced to tackle congestion, support local economies and improve physical and mental health.

Table 1-1 presents the long term (by 2040) DfT aspirations relating to cycling and walking.

Table 1-1 - Cycling and Walking Strategy Objectives

Government Ambition	Objectives
Better Safety – ‘A safe and reliable way to travel for shorter journeys’	<ul style="list-style-type: none"> • Streets where cyclists and walkers feel they belong and are safe. • Better connected communities. • Safe traffic speeds, with low speed limits where appropriate. • Cycle training opportunities for all children.
Better Mobility – ‘More people cycling and walking – easy, normal and enjoyable’	<ul style="list-style-type: none"> • More high-quality cycling facilities. • More urban areas that are considered walkable. • Rural roads which provide improved safety for cycling and walking. • More networks of routes around public transport hubs and town centres. • Better links to schools and workplaces. • Technological innovations that can promote more and safer cycling and walking. • Behaviour change opportunities to support increased walking and cycling. • Better integrated routes for those with disabilities or health conditions.
Better Streets – ‘Places that have cycling and walking at their heart’	<ul style="list-style-type: none"> • Places designed for people of all abilities and ages. • Improved public realm. • Better planning for walking and cycling. • More community based activities such as led rides. • A wider green network of paths, routes and open spaces.

To achieve the objectives set out within Table 1, it is imperative that local bodies across England develop high quality cycling and walking infrastructure to encourage mode shift towards active modes. To achieve the Government's ambition to normalise both modes of active travel, the LCWIP process was developed by the DfT with guidance produced for local authorities.

The LCWIP process is a new, strategic approach developed to support the aims and objectives of CWIS. The LCWIP process enables the identification of cycling and walking improvements required at the local level. The process enables a long-term approach to develop local cycling and walking networks, ideally over a 10 year period, and form a vital component of the Government's strategy to increase the number of trips made by both forms of active travel.

1.4. Active Travel Momentum

The health benefits of cycling and walking are well known however, active travel is now seen as an important component in tackling air quality and the overall threat of climate change. Cycling and walking as forms of transport are one of the simplest lifestyle choices that individuals can make to reduce their carbon footprint. Changing journeys from the car to active modes also has huge benefits for people's health, their finances and the neighbourhoods in which they live.

COVID-19 has seen a major increase in cycling and walking journeys. As public transport capacity and services have dramatically decreased, people have turned to cycling and walking for everyday journeys. To capitalise on the active travel momentum, the Government has published the first National Cycling and Walking Plan. The National Plan acknowledges the need for sustained substantial investment in cycling and walking infrastructure to enable more active travel journeys.

Government bodies and businesses are now recognising the significant benefits of cycling and walking as a way to reduce greenhouse gas emissions from transport. Across the UK we are now seeing widespread action to improve cycling and walking provision to encourage people out of their car and to travel by bike or on foot.

Transport for Greater Manchester (TfGM) are at the forefront of the active travel momentum. TfGM with the support of constituent local authorities have developed the Bee Network. Beelines is a vision for Greater Manchester to become the very first city region in the UK to have a fully joined up cycling and walking network; the most comprehensive in Britain covering 1,000 miles. The Bee network includes over 75 miles of segregated cycling and walking routes, plus 1,400 new crossings that will connect every community in Greater Manchester.

Within the West Midlands, the West Midlands Cycling and Walking Network has over 120 miles of new and improved routes. As part of a legacy of the Commonwealth Games, Coventry City of Culture and HS2, the proposed Cycling and Walking Network is a first for the region that will provide people the high quality provision required to travel safely by active modes.

1.5. Report Structure

The Solihull LCWIP report follows the DfT LCWIP guidance and is structured as follows:

Chapter 2 – Defining Scope: The chapter establishes the geographical extent of the Solihull LCWIP, it presents the preferred delivery model, governance and arrangements and the agreed timescales for the commission.

Chapter 3 – Gathering Information: The chapter presents the context for cycling and walking within the Borough and at a regional level. The chapter includes how the Solihull LCWIP aligns to local council policies, regional and national policy. Current and future travel patterns based on future developers are presented. The chapter also includes the findings of discussions with key council officers and local stakeholders including local cycling and walking charities and groups.

Chapter 4 – Network Planning for Cycling: The chapter presents the methodology for network planning for cycling across the borough. The chapter presents the Long Term Cycling Network Plan made up of 14 strategic cycle corridors as well as ‘secondary’ corridors linking to our rural communities. The chapter also presents 7 priority strategic corridors and findings of an audit across the 7 corridors.

Chapter 5 – Network Planning for Walking: The chapter presents the methodology for network planning for walking across the borough. The chapter presents a summary of the six CWZs, identifying specific constraints and potential solutions which have potential to improve facilities for pedestrians at key destinations.

Chapter 6 – Route Prioritisation: The chapter presents the methodology for prioritising seven of the strategic cycle corridors. The key output for the chapter is a prioritised programme of cycling investment across the Solihull Cycling Network. The prioritised programme consists of immediate to long term development of cycle corridors.

Chapter 7 - Integration and Application: The final chapter considers how the LCWIP can be integrated into council policy and aligning closely to regional and national policy and strategies. The application of the LCWIP includes using the information gathered (particularly through network planning) to prepare funding bids and future delivery plans.

2. Defining Scope

2.1. Defining the Geographical Scope

The first step in developing an LCWIP is to determine the scope of the project. When defining the geographical scope for the Solihull LCWIP, the likely distance that would be travelled on foot and by cycle has been considered. Cycling has the potential to replace journeys undertaken by various modes, particularly with the introduction of E-Bikes where longer distances can be covered.

For walking trips, the distances covered are generally shorter than those undertaken by cycling, with journeys undertaken on foot being usually up to 2km. Due to the short distance covered, the focus of network planning on walking has considered key district centres rather than longer strategic corridors linking trip generators to attractors.

Based on the above information, the whole of the Borough as illustrated in Figure 2-1 has been included in the LCWIP. Solihull is strongly connected to neighbouring Birmingham, Coventry and Warwickshire, so cross-boundary connections were also considered. Engagement with neighbouring local authorities has taken place to ensure a joined-up approach where the LCWIP sits within a strategic network for the West Midlands.

Figure 2-1 - Scope of Solihull LCWIP



2.2. Governance and Delivery

As outlined within the LCWIP guidance, the governance and delivery arrangements need to be proportionate to the scale and complexity of the LCWIP. A Solihull LCWIP Steering Group (including officers from Solihull MBC, TWM and key partners) was established to inform the development of the LCWIP. The LCWIP Steering Group met regularly at key milestones including at the information gathering stage, network planning and route prioritisation.

The delivery model has been based on a single local authority approach with support from neighbouring local authorities, particularly at the network planning stage for cycling where cross boundary journeys are most likely. Following the agreement of a delivery model, the LCWIP was assigned a Project Manager who led the project team including the support team of AECOM and Phil Jones Associates.

2.3. LCWIP Engagement

Stakeholder engagement has been vital to the development of the Solihull LCWIP. Engagement with stakeholders has helped to:

- Understand where cycle and walking journeys are currently taking place and where future travel demand is likely to take place;
- Identify the strategic cycle corridors across the borough which has helped inform the Solihull Cycle Network;
- Identify rural connectivity into the town centre and to local urban centres;
- Identify CWZs across the borough to improve conditions for pedestrians; and
- Produce a prioritised programme made up of the 7 priority strategic corridors as well as long term cycle investment in other routes within the Solihull Cycle Network.

Through engaging with stakeholders, a sense of ownership and buy-in has been achieved which is critical to the delivery of the Solihull LCWIP. Table 2-1 presents engagement activities that have taken place with external stakeholders.

Table 2-1 - Stakeholder and Internal Engagement

Meetings	Purpose of Meeting
Inception	Inception meeting took place with Solihull Council and the support team present. The Inception meeting introduced the aims and objectives of the Solihull LCWIP. The meeting identified external stakeholders who would be involved in an initial workshop to discuss priority areas for consideration.
'One to one' Stakeholder sessions	The support team lead on engagement with external stakeholders including TfWM, Sustrans and Living Streets. The meetings took place at the information gathering stage of the project. Through the engagement, local priorities for cycling and walking were identified. The meetings were also an opportunity to discuss future developments which impact on the local road network.
Progress meetings	A series of progress meetings took place with the Solihull LCWIP Steering Group to discuss the development of the LCWIP. The focus of the meetings were based on the development of the Cycling Network and identification of the CWZs.
Final Report Workshop	<p>The final workshop included the presentation of the LCWIP including information on the network planning stage and cycle route prioritisation. The report presented the LCWIP process from initial gathering of information through to the final stage of route prioritisation.</p> <p>The Solihull LCWIP Steering Group were informed on how the LCWIP will be integrated into local planning policy including a close alignment to Solihull Connected. The Steering Group also discussed funding opportunities to develop the priority strategic corridors.</p>

3. Information Gathering

To support the network planning stage, a wealth of information has been gathered on

- How the LCWIP can align to Council, regional and national policy;
- The existing transport network within the borough;
- Current travel patterns (focusing on walking and cycling trips);
- Future travel demand including impact of local plan development; and
- Findings of local officer and stakeholder engagement

The information collected provides a clear context of cycling and walking in borough. To develop the Cycling Network Plan and identification of CWZs, it has been important to identify future developments and undertake an analysis of the Propensity to Cycle Tool (PCT). This analysis has helped to determine corridors with high propensity for cycling and areas with potential high footfall.

As part of the information gathering exercise, meetings were held local officers and key stakeholders to gain insight into the local network and to identify key priorities relating to cycling and walking. The remainder of the chapter provides a summary of national, local and regional policy, the existing network and trip patterns, the identification of existing and future trip generators/attractors and a summary of engagement undertaken.

3.1. Policy Review

Figure 3-1 presents the key national, regional and local policy and strategic projects which the Solihull LCWIP is closely aligned to.

Figure 3-1 - Solihull LCWIP Policy Alignment



National Cycling and Walking Investment Strategy

In 2015, the Infrastructure Bill became an Act, meaning the Secretary of State for Transport was required by law to set out a strategy for cycling and walking infrastructure. In April 2017, the Department for Transport published the first Cycling and Walking Investment Strategy (CWIS). The Governments' long term vision for cycling and walking is based around normalising both modes of travel in everyday life and providing access to safe, attractive routes for cycling and walking.

As part of the CWIS, the following aims and targets were set to be met by 2025:

- Double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.
- Increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025, and will work towards developing the evidence base over the next year.
- Increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.

Solihull LCWIP will support the CWIS by identifying corridors across the borough with high propensity for cycling and specific locations with existing high footfall. The LCWIP will identify the interventions required to improve cycle provision in the borough which will support the governments ambition to double levels of cycling. The LCWIP will also identify improvements to the pedestrian environment including the public realm to help support making travelling on foot the easiest option for short distant journeys.

Transport for West Midlands Movement for Growth

The strategic transport plan for the West Midlands sets out the long-term approach to ensure sufficient transportation improvements are made. The vision states that the West Midlands Combined Authority (WMCA) will:

“Ensure that walking and cycling are a safe and attractive option for many journeys especially short journeys, by delivering a strategic cycle network and enhancing local conditions for active travel”.

The long term vision for the West Midlands as outlined in Movement for Growth is to move towards a more integrated transport network reducing the overall dominance of the car. Movement for Growth outlines a shift in emphasis of travel in line with thriving and attractive large European city regions such as Munich and Stuttgart where car journeys typically account for 35 - 45% of all journeys, compared to 63% in the West Midlands Metropolitan Area.

To reduce the dominance of the car, the regional transport plan outlines the need for a high quality regional cycling network made up of well-connected routes. The network proposed in Movement for Growth identifies Solihull Town Centre as a key interchange with high quality cycle routes linking into Shirley, Dorridge, Blyth Valley Business Park, and UK Central Hub area.

Solihull LCWIP will support the Movement for Growth Strategy by acknowledging the need to address the dominance of the car in the West Midlands and to improve provision for more sustainable transport modes. The key to the Solihull LCWIP will be to improve the provision of cycling and walking in the borough. Improving the provision of active travel will help to reduce the dominance of the car in an area with the highest modal share for motorised vehicles in the region. As part of the LCWIP we are identifying improvements which can be made to ensure high quality cycle provision to key districts/trip attractors outlined in Movement for Growth such as Dorridge, Shirley, Birmingham Airport and the UKC area.

West Midlands Cycle Charter

The West Midlands Cycling Charter sets out a vision to realise the full potential of cycling's contribution to the health and wellbeing of the West Midlands. WMCA with the support of the seven constituent local authorities have committed to a number of initiatives to encourage and further promote cycling as a mode of travel.

The West Midlands Cycle Charter sets two targets with the first to raise levels of cycling across the West Midlands Metropolitan area to 5% of all trips by 2023. The second target is to raise cycling across the region to 10% of 2035.

As part of the Cycle Charter a number of key principles which will support an increase in cycle journeys

1. A high quality and coherent cycle network across the West Midlands for commuting and local trips that meets the needs of all levels of cyclists.
2. The needs of all road's users including cyclists will be considered from the outset
3. Cycling will be better integrated with public transport
4. Through the planning process, new developments will cater for those that choose to cycle.

Solihull Metropolitan Borough Council are a key partner in the West Midlands Cycle Charter and fully support the principles outlined within the West Midlands Cycle Charter. The Solihull LCWIP will support the development of a high quality regional network with cross boundary schemes linking into Birmingham City Council and Coventry City Council.

The LCWIP will also be shared with local developers to ensure that new developments have the ability to link up to cycle routes expected to be delivered within the next 10 years. Cycling and walking links to local railway stations have been considered as part of the LCWIP and connectivity into Solihull Railway Station for all road users is a key priority for the council.

West Midlands LCWIP

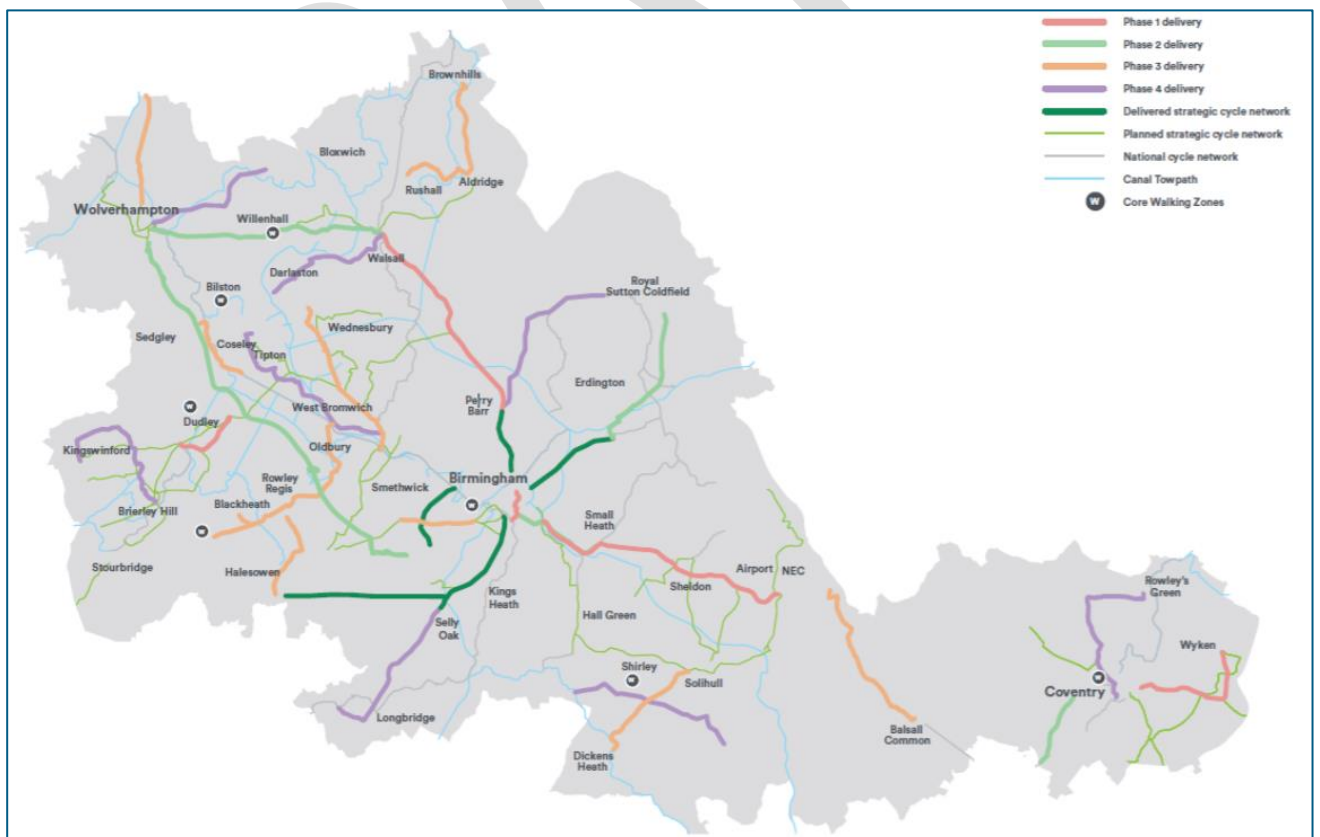
The West Midlands LCWIP was developed to identify a number of cycle routes and core walking zones (CWZ) to form a long term West Midlands Cycle Network and pedestrian improvement plan. The West Midlands LCWIP was led by TfWM with the support of the seven local authorities.

The TfWM LCWIP aimed to:

- Inform the implementation plan for the Strategic Cycle Network in the West Midlands;
- Identify two key regional cycling corridors within each local authority with high propensity for cycling
- Identify potential solutions to improve cycling infrastructure along the regional cycling corridors;
- Identify a key walking zones per constituent local authority which will be audited to identify potential improvements to encourage more journeys to be undertaken on foot;
- Coordinate the plans across the local authorities to ensure a consistent and aligned approach to delivery; and
- Integrate these plans into a clear series of planning and transport policies, strategies and delivery plans in the West Midlands

Figure 3-2 presents the West Midlands Strategic Cycle Network

Figure 3-2 - West Midlands Strategic Cycle Network



As part of the West Midlands Strategic Cycle Network a number of routes travel through or solely within Solihull. Table 3-1 presents the routes within Solihull and their allotted phase of delivery

Table 3-1 - West Midlands LCWIP - Solihull Cycle Routes

LCWIP Route	Delivery Phase
A45 Birmingham to Solihull	TBC
Dickens Heath to Solihull Town Centre	Phase 3
Balsall Common to Stonebridge via A452	Phase 3
Shirley to Bentley Heath	Phase 4

Shirley High Street was selected for the Solihull CWZ. Currently Shirley High Street experiences significant traffic flow with a large proportion of traffic deemed as 'local' journeys which have the potential to be undertaken on foot.

The Solihull LCWIP will closely align with the West Midlands LCWIP. The West Midlands LCWIP included detailed analysis of current and future trip patterns anticipated across the borough, this information has been considered within the Solihull LCWIP. The regional network plan includes a number of cycle routes which have also been considered as part of the Solihull Cycle Network. The Solihull LCWIP supports TfWM in seeking high quality cycle infrastructure and improving the pedestrian environment to make cycling and walking convenient modes of transport.

Solihull Connected

Solihull Connected, our transport strategy, was developed in 2016 to ensure a long term strategic vision was developed for the transport network. The transport strategy identifies how extra travel demand brought about by the predicted economic and population growth can be managed in a sustainable and efficient manner, facilitating the growth opportunities that will bring significant benefits to the borough.

Solihull Connected provides us with the opportunity to develop the best mix of infrastructure and policies which will achieve growth ambitions and still retain the character which makes Solihull unique. The vision outlined within Solihull Connected is as follows:

“Solihull Connected will enable great mobility and connections for all by attracting major investment in our transport system and places – enhancing the Borough as an attractive, sustainable and economically vibrant place to live, work and visit”

Five objectives were set which look to improve provision across all modes including cycling and walking

- **Objective 1** - Ensure that major transport investment enables and manages growth to achieve the Council priorities for homes and jobs.
- **Objective 2** - Support and enable the integrated delivery of sustainable and efficient forms of transport like mass-transit, cycling and walking.

- **Objective 3** - Contribute to the council priorities to support people's everyday lives and improve health and wellbeing through the promotion of smarter choices programmes linked to major and local infrastructure investment.
- **Objective 4** - Identify a prioritised short, medium and long term delivery plan to achieve the overarching vision and objectives whilst recognising the specific needs of the different parts of the Borough.
- **Objective 5** - Ensure that the objectives of Solihull Connected are embedded in Local Plan and Health and Wellbeing policies to support walking, cycling and public transport use.

The Solihull LCWIP will support the overall vision and objectives set in Solihull Connected. The LCWIP project is looking to improve conditions for residents, commuters and visitors who wish to travel by active modes. Improving conditions for cycling and walking will help support economic growth by improving the efficiency and overall performance of the local transport network. Improving provision for active modes will also help support sustainable growth and ensure the special character of the borough remains

The Solihull LCWIP will specifically support Solihull Connected objective 2, the LCWIP will develop a high quality cycle network and a number of walking zones which will support an integrated transport network. The routes and walking zones identified within the LCWIP will help residents and other users gain access to local jobs from existing and new developments therefore, supporting Solihull Connected objective 1.

Solihull Cycling and Walking Strategy

The Solihull Cycling and Walking Strategy has been developed to support Solihull Connected in providing specific cycling and walking policy. The cycling and walking policy identified within the strategy supports the objectives set out within Solihull Connected. The Solihull Cycling and Walking Strategy is an opportunity to go further than the borough-wide transport strategy to identify objectives specifically for active modes.

To get to a position where cycling is a well-used and convenient form of daily transport across the Borough, we must ensure that high quality infrastructure is provided and that our residents are provided with the appropriate training to ensure all users are confident to cycle on our network. Through this strategy, we acknowledge that cyclists are like any other road user: they want to make their journey as quickly, reliably and safely as possible

The vision for the Cycling and Walking Strategy is therefore:

“Develop Solihull into a Borough where cycling and walking are the most convenient modes of travel for local journeys’. Developing a network of safe, attractive and direct cycle and walking routes, improving physical activity and wellbeing’.”

In order for the cycling and walking vision to be realised in the borough, a number of objectives have been set which are presented below:

- Increase the number of people cycling and walking in Solihull; contributing towards the national target of 50% of short distance journeys undertaken by cycling and walking within the town centre

- Improve the provision of cycling and walking infrastructure, increasing the number of segregated cycle routes, making active travel more convenient for short distance journeys;
- Improve cycling capability throughout the borough by providing cycle training and initiatives; including Bikeability for children across the borough
- Make cycling and walking 'the norm' through targeted promotion, particularly working with local schools; and
- New developments to include high quality cycle and walking infrastructure and facilities.
- Increase leisure journeys through improved cycling and walking provision within and connecting to green spaces and improved promotion to encourage physical activity.

The Solihull LCWIP has been developed to help deliver specific objectives and the overall vision of the Cycling and Walking Strategy. The LCWIP will support the objective to increase the number of people cycling and walking in Solihull by improving cycling provision on corridors with high propensity for cycling. The LCWIP will also acknowledge the need to improve the provision of cycling and walking infrastructure including segregated cycle infrastructure and reducing severance for pedestrians. The LCWIP will also identify improvements within a number of core walking zones which will help make journeys on foot a more pleasant and convenient experience.

The LCWIP will take into account new developments taking place across the network identifying opportunities to link the proposed network into future developments, ensuring a strategic approach to delivering the cycling network.

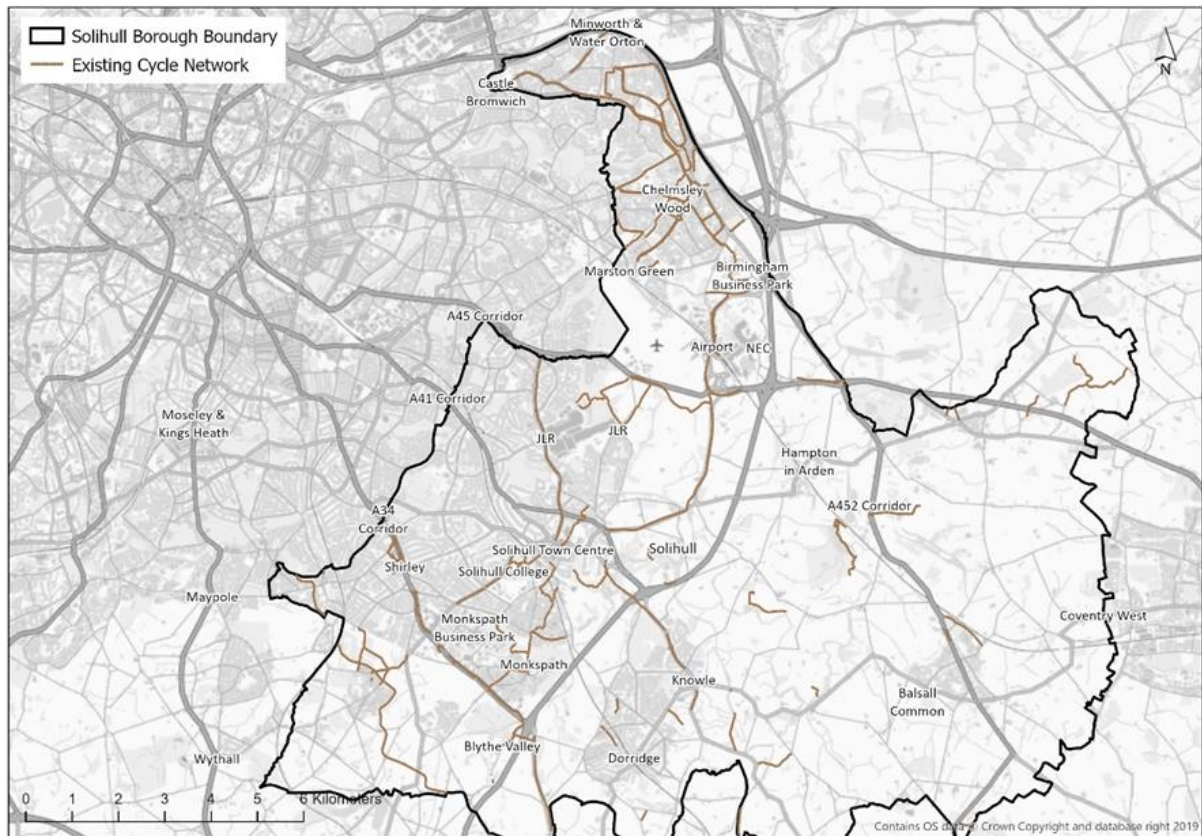
3.2. Local Transport Network

The existing cycle provision in Solihull presented in Figure 3-3 highlights the lack of well-connected cycle network across the borough. Existing provision is concentrated to the west of the M42 and consists of routes radiating out from Solihull Town Centre towards surrounding residential areas, with some cycle connections to district centres, although these are fragmented.

There are some connections to large business parks, trip attractors and employment sites. The network in North Solihull is fairly comprehensive, although to the east of the M42, the network is fairly sparse in rural areas. Quality varies dramatically throughout the existing network, with a mixture of full, light and white-line segregation, and does not follow a uniform design standard or lane width and consists of several shared-use paths and advisory lanes in places. With new national standards for cycling infrastructure, it is important that cycle provision meets the high quality standards set out within Local Transport Note 1/20.

As we move forward it is imperative that high quality provision for cycling is found across the borough to ensure that users can travel by bike safely and conveniently throughout Solihull.

Figure 3-3 - Existing Cycle Provision in Solihull



3.3. Current Travel Patterns

There is little consistently collected detailed information about local travel habits, the main source being the 2011 Census, which records travel to work data. Census data fails to take into account all journey types and multi modal journeys for work including cycling and walking as the secondary form of travel. Census data is important however, as it represents peak-hour journeys.

Key headlines from the census data are:

- Around 57% of all daily trips (some 320,000 journeys) made by Solihull residents are shorter than 5km;
- Most of these trips occur within the existing built-up areas including Solihull Town Centre and key districts such as Shirley and Chelmsley Wood;
- Based on the levels of short distant journeys, there is scope to increase cycling (currently only 1% of mode share), walking (currently only 23% of mode share) and public transport (currently only 12% of mode share);
- Only 0.9% of Solihull residents stated they cycle to work as their main mode of travel in the 2011 Census.

The highest concentration of walking journeys to work takes place within the urban areas of the Borough, where there is a higher concentration of trip generators such as higher density residential areas and agglomeration of trip attractors such as major employment sites, railway stations, leisure and retail sites. Solihull's urban and suburban areas have the highest rates of walking.

Solihull has lower levels of cycling compared to other West Midlands local authority areas due to high car ownership and a large rural to semi-rural area. Cycling journeys take place around the Town Centre including using existing advisory cycle lanes on Blossomfield Road and Warwick Road. The levels of cycling is likely to be influenced by the lack of dedicated cycle infrastructure. Surveys undertaken across the country relating to cycling consistently highlight safety concerns as the major barrier to cycling.

Table 3-2 presents the mode share for travel to work journeys for Solihull residents from the 2011 census.

Table 3-2 - Journey to Work Mode Share

Mode	% of Journeys to work in Solihull
Work from Home	5%
On Foot	6%
Bicycle	2%
Bus	8%
Rail	5%
Taxi	0%
Motorcycle	1%
Car Driver	67%
Car Passenger	5%
Other	1%

3.4. Projected Travel Patterns

A key tool to inform cycling network planning is the Propensity to Cycle Tool (PCT) The PCT has been developed to provide support to local authorities to help identify where cycling is currently taking place and where cycling has the greatest potential to grow under a range of scenarios.

The PCT is a strategic planning tool which has been used as part of the Solihull LCWIP to help to identify priority corridors based on their potential for mode shift to cycling. Different 'visions of the future' are represented through the PCT with various scenarios of change, including the DfT's draft Cycling Delivery Plan target to double cycling in a decade. This scenario has been used to identify corridors with the greatest potential for cycling.

The analysis showed that several radial routes out of Solihull Town Centre have the highest propensity for cycling in the borough; this is likely due to the number of major employment and education sites within or in close proximity to the town centre.

Through the PCT analysis, a number of key trip generators and attractors (i.e. where people travel to and from) were identified. The PCT analysis has been useful to understand key locations which need to be linked as part of the network planning stage

Key districts or trip attractors linking to Solihull Town Centre include

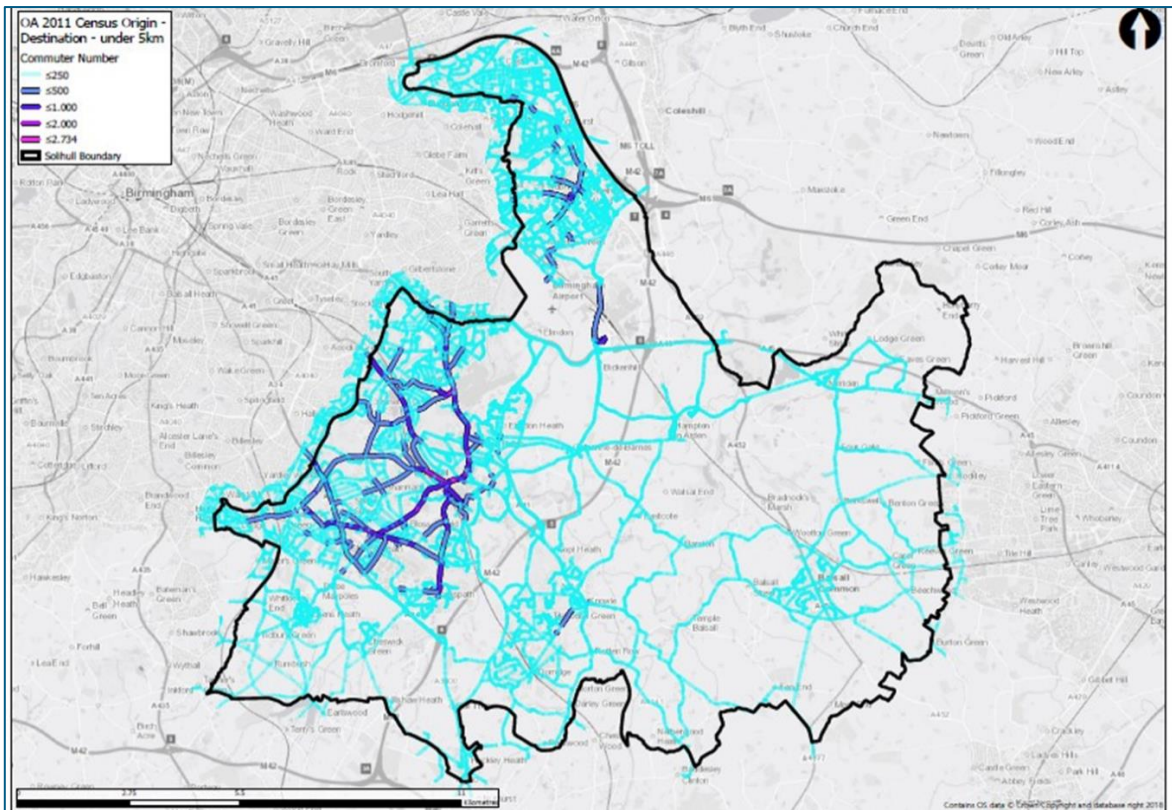
- Dickens Heath
- Knowle
- Shirley
- Chelmsley Wood
- Blyth Valley Business Park
- Jaguar Land Rover
- Birmingham Airport/NEC (UK Central Hub area)

Blossomfield Road, between A34 Stratford Road to Solihull town centre, was identified as a key corridor with high propensity for local trips, accommodating over 2000 daily local trips (by all modes) in some cases. Lode Lane has the potential to be a key cycling corridor as a result of the JLR site, and through connections to residential areas including Sheldon and Elmdon Heath.

The corridor connecting Shirley, Solihull town centre and Bentley Heath was also identified as a corridor with potential for modal shift, this is due to local trip attractors in close proximity to residential areas. In North Solihull, the analysis showed that there is a high propensity for local trips between Birmingham Airport / NEC and Marston Green, as well as along Chester Road between Castle Bromwich and Chelmsley Wood.

Figure 3-4 presents the PCT analysis for the borough

Figure 3-4 - Solihull PCT Analysis



3.5. Stakeholder Engagement

At the 1st LCWIP Stakeholder Workshop on 11 July 2019 (followed by further ‘one on one’ sessions) stakeholders were invited to ‘sense check’ the outputs that were generated by the demand data provided by the PCT. Additional information and route suggestions (including cross-boundary connections) were taken into consideration. Following this feedback, the A452 Kenilworth Road (a regional priority LCWIP corridor) and the Stratford and Grand Union Canal towpaths were identified as routes to be considered as part of the network planning stage.

When considering all of these factors, the demand analysis and stakeholder engagement identified the following corridors as being of major importance:

- **Acocks Green/Olton to Solihull**
- **Balsall Common to Coventry**
- **Balsall Common to UK Central Hub area**
- **BIA/NEC/Elmdon to Solihull**
- **Blythe Valley/Monkspath to Solihull**
- **Castle Bromwich/Chelmsley Wood to BIA/NEC**
- **Dorridge/Knowle to Solihull**
- **Grand Union Canal towpath**
- **Meriden/Hampton-in-Arden to Solihull**
- **Sheldon/Hatchford Brook to BIA/NEC (A45 corridor)**
- **Sheldon (Solihull boundary) to Solihull (Lode Lane corridor)**
- **Shirley to Blythe Valley (A34 corridor)**
- **Stratford Canal towpath**
- **Wythall/Dickens Heath to Solihull**
- **Solihull Lodge/Shirley to Solihull**

Items outlined in **bold** are logical local connections beyond or in addition to the priority movements suggested by the PCT including cross-boundary destinations. The demand analysis also allowed for Core Walking Zones to be identified, as several clusters of trips under 2km became apparent. This is elaborated on in Chapter 5.

The corridors link several locally important trip attractors along their length, and it is likely that many trips will be made between places along the corridor (like passenger trips on a local bus or rail route) rather than end-to-end journeys.

The data analysis and stakeholder engagement provided a basis for identifying the 'strategic' or primary corridors that connect the main origins and destinations. A locally important subset of secondary and tertiary links that provide access into residential areas and to locally important attractors such as local centres, businesses, schools and leisure sites have been considered as part of the network planning stage for cycling.

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4. Network Planning for Cycling

4.1. Introduction

The key output for the network planning stage for cycling has been to identify a long term cycling network plan for the borough. As part of the network planning stage, a number of strategic cycle corridors have been determined. As part of the assessment, 14 strategic cycle corridors have been identified which meet a number of the following criteria

- Significant traffic flows
- Major employment sites within close proximity
- Link to major key trip generators and attractors
- High proportion of short distance journeys
- Linked to developments within the local plan
- Potential to link with public transport interchanges
- Support of stakeholders

Following the identification of the network plan, a prioritisation exercise was undertaken to determine the top priority corridors, of which 7 were identified. The prioritisation process was undertaken to identify the initial schemes to be taken forward for further developments in the coming years. During the prioritisation stage, a public engagement exercise took place where local residents were able to identify their priority corridors from the network plan.

A cycling audit was then undertaken on the seven priority corridors to identify current constraints and opportunities. The audits provide a wealth of information to use as part of more detailed feasibility studies on the corridors during the business case process for each corridor. Detailed feasibility studies will help support the case for funding by providing a detailed solution on each corridor.

The remainder of the chapter is structured as follows

- **Cycle Network Planning Methodology** – Outlining how the cycle network was developed including the use of various data sources.
- **The Solihull Cycle Network Plan** – Presents the overall network plan including seven primary corridors and a strategic case for each route
- **Priority Cycle Corridors** – Outlining the seven corridors to be taken forward for initial auditing
- **Audit findings** – Presenting the findings of the initial audits undertaken including opportunities and barriers along each of the seven corridors

4.2. Cycle Network Planning Methodology

Whilst stakeholder engagement and local expertise has been used to identify the Cycle Network Plan, the use of data has been key to build the network. The PCT and the use of Geographic Information System (GIS) has been used to identify where high propensity for cycling is expected in

the future, this is particularly relevant when considering future developments taking place as part of the local plan review.

Table 4-1 presents how each of the above methods has helped to identify the key cycling corridors across the region.

Table 4-1 - Cycling Network Plan Methodology

Method	How Information will be used
<p>PCT Analysis (further information found within Chapter 3)</p>	<p>The analysis has identified the key corridors within the borough with the highest propensity for cycling. The PCT analysis has been used to develop the network plan as well as determining the priority corridors to take forward for auditing.</p>
<p>Stakeholder Engagement (further information found within Chapter 3 and Background Report)</p>	<p>The meetings with stakeholders including local cycling groups and cycling and walking charities has provided a wealth of information on existing cycle and walking provision within the borough.</p> <p>The meetings have also helped to understand travel patterns and behaviours moving forward including key corridors where improvements are required. Cross boundary schemes were also mentioned during the stakeholder meetings and discussions with local authorities are required to develop such routes.</p>
<p>GIS Analysis (further information below)</p>	<p>The GIS analysis undertaken has been used to identify major trip generators and attractors particularly along the corridors identified by the PCT. This has informed a greater understanding and provided the strategic rationale for the corridors.</p>

The PCT and the meetings with local stakeholders identified corridors with high propensity for cycling including those linked with future developments. To provide further analysis of such corridors, GIS was used to identify key trip generators and attractors including Solihull Railway Station, Solihull Town Centre and major employment, residential and leisure sites across the borough to determine whether the corridors identified link to such sites.

A key method to identify the demand for a planned network is to map the main origin (trip generators) and destination (trip attractor) points across the borough. Trip origin points are usually the main residential zones within the borough with trip attractors including the following:

- City, town and district centres;
- Employment sites, business parks or large employers;
- Educational establishments, including primary and secondary schools and colleges;
- Healthcare establishments, including major hospitals;
- Retail facilities, including out of town sites;

- Community facilities, including sports stadiums and major visitor attractions; and
- Future development sites and planned transport links.

Once major trip generators and attractors were identified, the corridors identified through PCT and stakeholder engagement were analysed to determine their links to such sites. The network planning has ensured that major trip generators and attractors linked by key corridors within the borough are identified within the network plan.

4.3. Solihull Cycle Network Plan

The Solihull LCWIP has predominantly focused on the major corridors within the borough based on the evidence led approach adopted. As part of the overall LCWIP process, it is important to acknowledge the importance of local and rural trips (short and long distance) which would be undertaken on the local network. Data on corridors and local areas with lower levels of propensity for cycling have been gathered through engagement with the local community and through working with local parish councils and cycling groups.

The different types of routes within the Solihull Cycle Network aligns closely to the classification of 'desire lines' outlined within the LCWIP guidance published by the DfT. Desire lines are based on direct links/corridors between major trip generators and attractors.

Table 4-2 presents the different types of desire lines outlined within the LCWIP guidance and how they make up the Solihull Cycle Network.

Table 4-2 - Desire Line Classification

Desire Line	Classification	Consideration as part of Solihull LCWIP
Primary/Strategic corridor	High flows of cyclists are forecast along desire lines that link large residential areas to trip attractors such as a town or city centre.	Primary/Strategic corridors are the focus of the Solihull LCWIP. 14 primary corridors have been identified as part of the Solihull Cycling Network, seven of which have been taken forward for auditing
Secondary corridor	Medium flows of cyclists are forecast along desire lines that link to trip attractors such as schools, colleges, employment sites.	Secondary corridors have been considered as part of the Solihull LCWIP through engagement with the local community at engagement events. Moving forward, primary corridors taken forward for detailed design will identify links to secondary corridors to ensure connectivity to local services.
Tertiary corridor	Lower flows of cyclists are forecast along desire lines that cater for local	Whilst tertiary corridors which are generally links within residential areas for short distance journeys have not been the focus of the

cycle trips, often providing links to primary and secondary corridors.

LCWIP. They will be considered as part of all cycle schemes designed and across major transport infrastructure schemes to provide quick win improvements to cycle provision.

Through the analysis undertaken including the PCT and stakeholder engagement, fourteen strategic corridors were identified. Table 4-3 presents the primary corridors which make up the Solihull Cycle Network and an initial rationale for their inclusion. Whilst secondary and tertiary corridors are not presented below, links off the primary corridors have been noted and will be developed through the detailed design process for the primary corridors.

Table 4-3 - Solihull Cycle Network – Primary Cycle Corridors

Primary/Strategic Corridor	Corridor Description and Rationale
Acocks Green/Olton to Solihull Town Centre	<ul style="list-style-type: none"> • This corridor links Solihull Town Centre to Olton and Acocks Green via Warwick Road (B425 and A41) • A41 Warwick Road is a key arterial route connecting into Solihull Town Centre • The corridor experiences significant traffic flows, existing cycle use is low. • The corridor connects key settlements within the Borough such as Olton to Solihull Town Centre. A further link to Acocks Green is recommended (to be discussed with Birmingham City Council) • The corridor has the potential to improve cycle and pedestrian journeys to Olton Railway Station • Retail and leisure facilities are found throughout the corridor, particularly within Acocks Green • Improving cycling and walking provision on the A41 has the potential to remode existing car journeys to the town centre and to access local services
Balsall Common to Coventry	<ul style="list-style-type: none"> • This corridor links the rural setting of Balsall Common into Coventry • The corridor includes a number of local connector roads including Station Road and Truggist Lane • The route is a cross boundary scheme between Solihull MBC and Coventry City Council • Improvements to cycle and walking provision has the potential to improve multi modal journeys to Berkswell and Tile Hill Railway Stations • Potential to link to Kenilworth Greenway • Opportunities to link to cycle provision within Coventry including links to Coventry City Centre

	<ul style="list-style-type: none"> • Further housing development is anticipated in the Balsall Common area, improved cycle and walking provision required to alleviate pressure on local network. • Encourage localised journeys within Balsall Common to be undertaken on foot or by bike.
<p>*Balsall Common to Stonebridge Junction (Connection into UK Central)¹</p>	<ul style="list-style-type: none"> • Opportunity to link the rural settlement of Balsall Common to the UK Central Hub area • Corridor would connect Balsall Common to UK Central Hub via A452 Kenilworth Road (alternative routing considered as part of West Midlands LCWIP) • A link into Hampton in Arden via Meriden Road (B4102) is proposed • Significant housing growth is expected within close proximity to A452 Kenilworth Road, improved cycling and walking provision is required to support managed growth and SMBC clean air strategy • Improving cycle and walking provision along this corridor will provide greater transport options to access employment opportunities within the UK Central Hub area.
<p>Blythe Valley (via Monkspath) to Solihull Town Centre</p>	<ul style="list-style-type: none"> • This corridor connects the town centre to a significant employment zone via a number of large residential areas • The corridor uses Monkspath Hall Road from Solihull Town Centre before accessing Stratford Road. Local Roads (Blyth Gate and Central Boulevard) provide a connection into Blythe Valley Business Park. • Monkspath Hall Road is part of an existing scheme to improve pedestrian and cycle provision (shared use) • Monkspath Hall Road is used by local residents and visitors to access the Monkspath Hall Road car park, town centre and Touchwood Shopping Centre. Improving cycle and walking provision has the potential to reduce short distance journeys undertaken by car. • Improving cycle and walking provision to Blythe Valley Business Park has the potential to increase active travel commuter journeys to the site and therefore, reducing traffic flow and congestion problems. • Improving provision along the section of Stratford Road within this corridor will support the case for a corridor wide improvement along the Stratford Road
<p>Castle Bromwich to NEC/Birmingham Business Park</p>	<ul style="list-style-type: none"> • This corridor uses a combination of arterial and connector roads to link Castle Bromwich and Chelmsley Wood to the UK Central Hub area. • At the northern end of the route, Chester Road (B4114) is utilised to connect Castle Bromwich with Chelmsley Wood (including the use of either Chelmsley Road or A452 Chester Road)

¹ Identified within West Midlands LCWIP

	<ul style="list-style-type: none"> • Chelmsley Wood is connected to Birmingham Business Park/NEC via Coleshill Heath Road • The corridor includes existing cycle provision through the North Solihull Cycling Network (improvements required) • Local facilities are found within Castle Bromwich and Chelmsley Wood including local schools, retail shops and supermarkets. • Areas of deprivation are present along this corridor, improved cycle and walking provision would increase transport options and improve access to vital services • Cycle and walking improvements along this corridor would provide a viable active travel option for residential areas in the north of the borough to access employment, retail and leisure services within the UK central Hub area.
<p>*Dickens Heath via Blossomfield Road² to Solihull Town Centre</p>	<ul style="list-style-type: none"> • This corridor would connect the large residential area of Dickens Heath to the south of the borough with the town centre • Large residential catchment area in close proximity to the corridor • Corridor has existing cycle provision (to be improved) along Dickens Heath Road and Blossomfield Road • Major trip attractors are present along this route including Solihull College and Solihull Railway Station. • The corridor would improve cycling links between Dickens Heath and Shirley. • Corridor identified as a key regional corridor within the West Midlands LCWIP.
<p>Dorridge to Knowle</p>	<ul style="list-style-type: none"> • Potential to link two rural settlements • Corridor would connect Dorridge to Knowle via Station Road • Opportunity to provide better cycle and walking provision to Dorridge Railway Station • Arden Academy is located along this corridor. • Encourage cycle and walking journeys to Knowle High Street from local residential areas • Provide better cycle and walking provision to local retail outlets in Dorridge
<p>Grand Union Canal</p>	<ul style="list-style-type: none"> • Opportunity to improve canal towpath surface along the section in Solihull Borough. • Improvements have recently been made to the Grand Union Canal in Birmingham. Improving conditions within Solihull would facilitate a link from Solihull into Birmingham. • Opportunity to improve accessibility onto the canal

² Identified within West Midlands LCWIP – Link to Wythall added within Solihull LCWIP

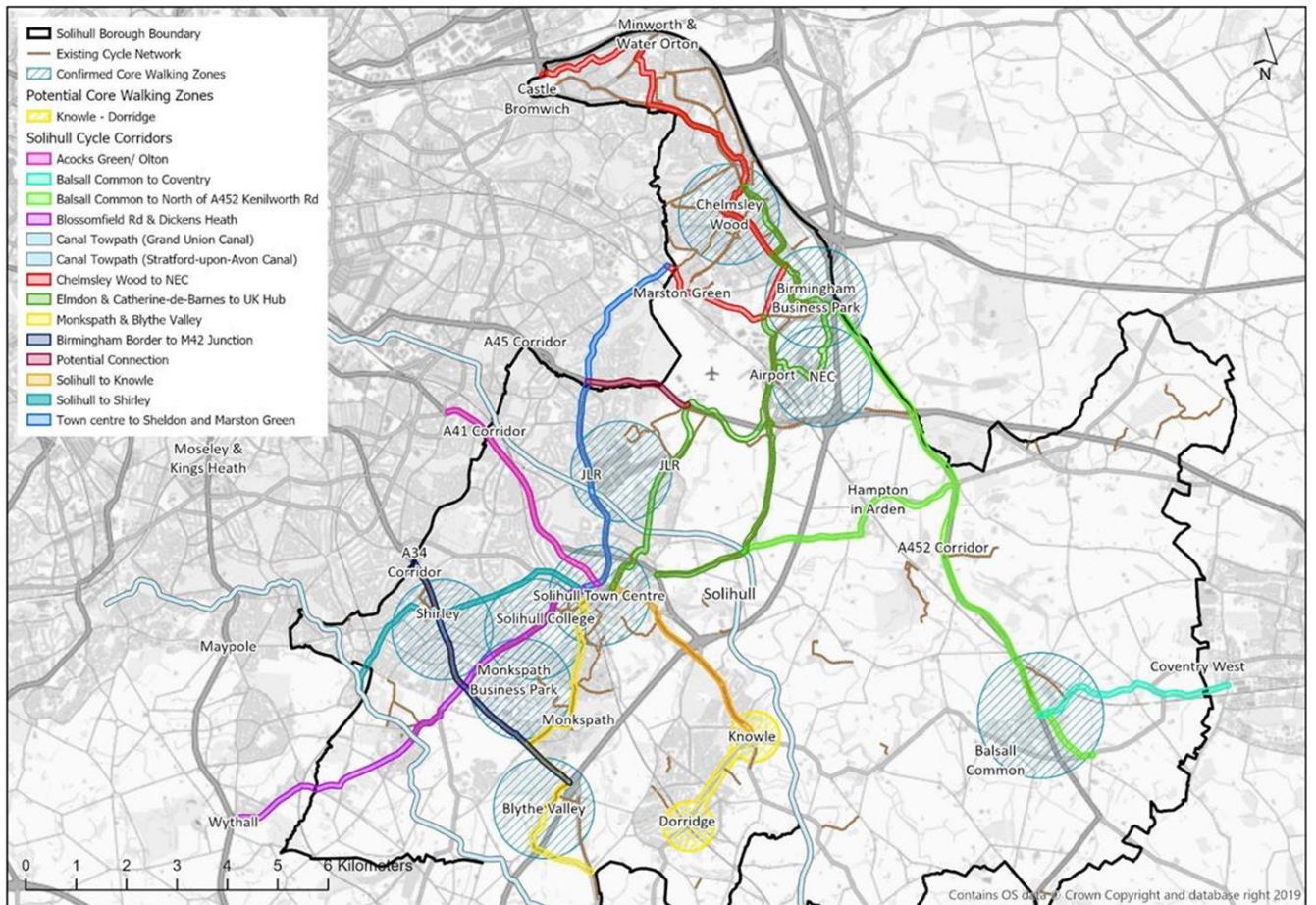
	<ul style="list-style-type: none"> • Provide improved cycle and walking provision for leisure and commuter journeys
<p>Knowle to Solihull Town Centre</p>	<ul style="list-style-type: none"> • This corridor would connect the town centre to a key settlement in the rural east of Solihull • Corridor would use Warwick Road with an existing footbridge used to cross M42 • Advisory cycle lanes are currently provided along sections of A4141 Warwick Road however, the provision does not provide adequate protection for cycle users • The corridor was identified as a key priority within the Cycling and Walking survey undertaken online in February 2020 • Improving cycle provision on the approach to Knowle is likely to encourage short distance journeys (e.g. from Copt Heath) to be undertaken on bike. • Improvements on the B4025 Warwick Road has the potential to lead to more cycle journeys into the town centre from nearby residential sites. • B4025 Warwick Road has no cycle provision and experiences high traffic flow, particularly in the school run/commuter periods. • B4025 Warwick Road in its current form is likely to deter potential cycle users. Amendments to the road layout are required to provide protection for all road users. • Increased cycle journeys between Knowle and Solihull Town Centre has the potential to reduce traffic flow on Warwick Road and therefore, improve journey reliability through reduced congestion. • As part of the Cycling and Walking Strategy, re-modelling car journeys to cycling to local high streets and Solihull Town Centre has been identified as a priority. This scheme would have a high impact in achieving this strategic priority.
<p>Marston Green to Solihull Town Centre (via Lode Lane)</p>	<ul style="list-style-type: none"> • The corridor would travel along a number of connector roads before utilising Lode Lane connecting into the town centre • Lode Lane has existing cycle provision however, the existing infrastructure is not up to standard (as outlined in the West Midlands Cycle Design Guidance) and high quality provision is preferred. • At the northern end of the corridor, improved cycle provision to Marston Green Railway station has the potential to increase multi modal journeys. • JLR and Solihull Hospital are based along Lode Lane, therefore this is a strategically important corridor. • Due to shift patterns at JLR and Solihull Hospital, public transport options are likely to be limited at times. Improving

	<p>cycle and walking provision provides an alternative to the car for those living in close proximity to their place of work</p> <ul style="list-style-type: none"> • Due to a number of major trip attractors on Lode Lane and connection to the town centre, Lode Lane experiences heavy traffic flow, this is likely to deter many potential cycle users. • Improving cycle provision along Lode Lane has the potential to increase commuter cycle journeys and therefore reduce pressure on the local network, particularly in peak periods.
<p>Shirley to Solihull Town Centre (possible link to Whitlocks End)</p>	<ul style="list-style-type: none"> • Corridor would link two key settlements in the borough. • Shirley and Solihull Town Centre have both been identified as core walking zones (further information to follow in Chapter 5) • The corridor would link major residential areas to key services including Shirley and Solihull Railway Station, Shirley High Street, Solihull Town Centre and Shirley Park • The corridor would utilise a number of connector roads including Haslucks Green Road, Solihull Road and Sharmans Cross Road • Streetsbrook Road would be used to connect the corridor to Solihull Town Centre (utilising improved cycle and walking provision through Wildlife Ways programme) • With two key trip attractors (Shirley High Street and Solihull Town Centre) at either end of this corridor, there is the potential for a significant number of short distance journeys along this corridor • As part of the cycling and walking strategy, re-modelling car journeys to cycling to local high streets and Solihull Town Centre has been identified as a priority. This scheme would have a high impact in achieving this strategic priority
<p>Solihull Town Centre to UK Central Hub via Damson Parkway & A45</p>	<ul style="list-style-type: none"> • This corridor would connect Solihull Town Centre to the UK Central hub area via Damson Parkway and A45 • Improvements to cycle and walking provision along Damson Parkway has been undertaken as part of Wildlife Ways Programme. • Cycle provision is provided along A45 but improvements would be welcomed to provide a high quality experience along the entire corridor. • Damson Parkway experiences heavy traffic flow, particularly during peak commuter periods and JLR shift rotations. • This scheme would provide a high quality cycle route to two areas of high employment, retail and leisure opportunities • The corridor has the potential to improve cycle and walking provision to Yew Tree Primary School and Spire Parkway Hospital

	<ul style="list-style-type: none"> • The corridor connects to JLR Gate D1 and Solihull Moors Football Club • Potential to provide cycle provision to new Sprint stops on Coventry Road • The corridor has the potential to replace short distance car journeys to the town centre with cycling journeys.
<p>Solihull Town Centre to Birmingham Business Airport via Catherine-de-Barnes</p>	<ul style="list-style-type: none"> • This corridor connects Solihull Town Centre to Birmingham Airport/NEC via Catherine De Barnes. • Limited cycle provision is provided along this corridor. A shared use path is provided along Catherine De Barnes Lane • Improved cycle provision along Catherine De Barnes Lane through to Birmingham Airport has the potential to increase commuter and leisure journeys within the Catherine De Barnes/UK Central area • With various shift patterns at Birmingham Airport, improved cycle provision will provide airport employees (and other employees within UK Central area) with improved transport options. • Hampton Lane experiences significant traffic flows with congestion in peak periods. Current conditions do not provide attractive conditions for current or potential cycle users. • Improved cycle provision along this corridor will encourage residents living with close proximity to Hampton Lane to cycle for short distance journeys within the town centre.
<p>Stratford Road Corridor</p>	<ul style="list-style-type: none"> • This corridor would provide improved cycle provision along the Stratford Road • Improvements proposed between M42 Junction 4 and the Solihull/Birmingham Border • Heavy traffic flow and busy junctions along Stratford Road is a major barrier for potential cycle users. • Significant residential settlements in close proximity to Stratford Road and link to Blythe Valley Business Park. • Potential for short distance journeys taking place along Stratford Road to be undertaken by cycling. • Cycle provision is inadequate along Shirley High Street, high quality cycle provision is highly recommended. • Improved provision along Stratford Road has the potential to support cycling and walking journeys to Shirley High Street. • Cycle provision along this corridor would support increased cycling for leisure, retail and commuter purposes.

The Primary/Strategic Cycle Corridors as part of the Solihull Cycling Network Plan is presented within Figure 4-1

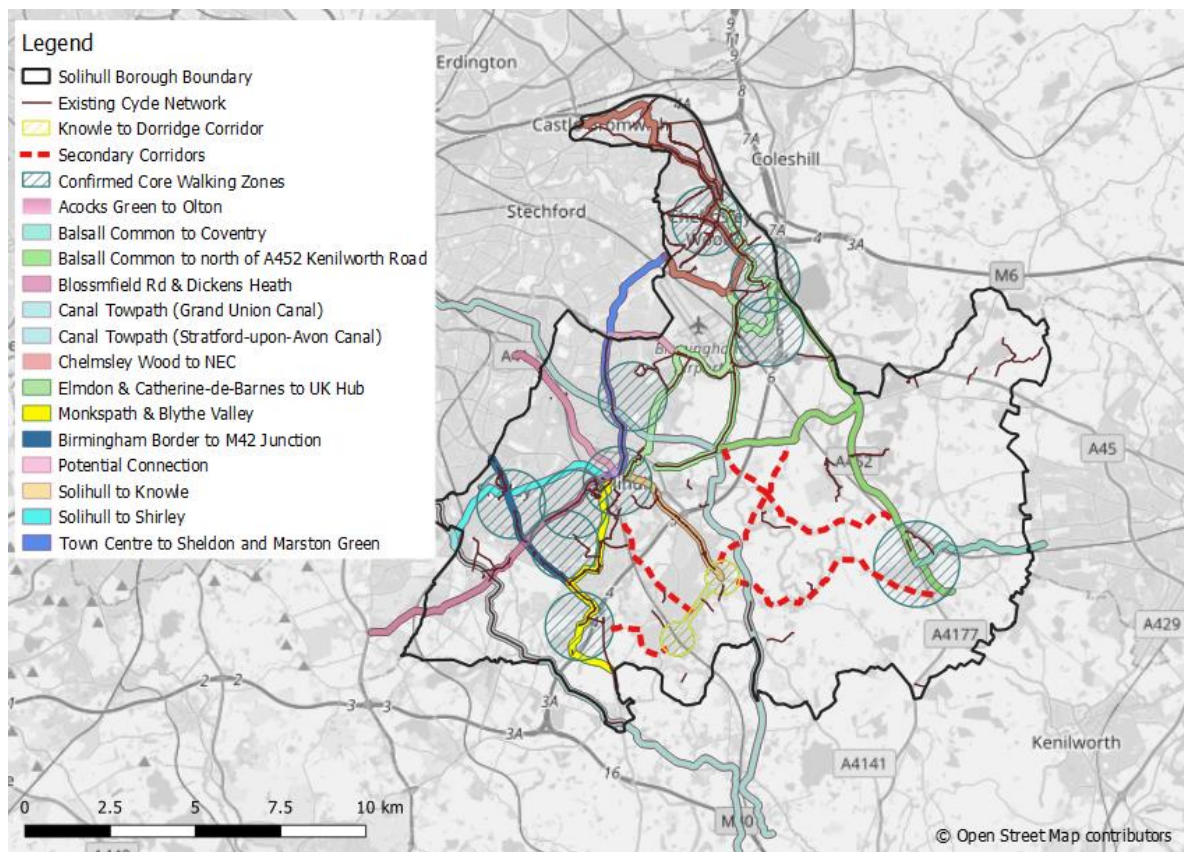
Figure 4-1 - Solihull Cycle Network Plan



Following the identification of the strategic/primary cycle corridors. A number of secondary corridors were identified to support rural connectivity and to provide a wider variety of cycle routes as part of the Solihull Cycle Network. As part of public consultation, residents will have the opportunity to provide further recommendations to improve the Solihull Cycle Network. It is anticipated that further secondary corridors will be added following public consultation

Figure 4-2 presents the Solihull Cycle Network Plan including secondary corridors

Figure 4-2 - Solihull Cycle Network



4.4. Priority Cycle Corridors

Following the identification of the Solihull Cycle Network, a number of priority cycle corridors have been determined. The Solihull Cycling Network is a long term ambition and therefore, it is imperative that a number of corridors are prioritised to ensure that the network can start to be implemented. The prioritised corridors will be considered as part of an initial funding package to develop up to three of the corridors.

The prioritised corridors were determined based on the following criteria

- Existing cycle mode share
- Propensity to cycle based on future development
- Links to employment from key residential districts
- Links to education
- Ability to support future development
- Supporting cycling access into Solihull Town Centre
- Stakeholder support

Table 4-4 presents the seven priority cycle corridors and the rationale for their inclusion. Links between Solihull Town Centre and UK Central have been packaged into one route at this stage. During further prioritisation (to identify the top three schemes for funding) towards the end of the LCWIP process, the corridors will be assessed on their individual merits.

During the prioritisation stage, the alignment of cycle corridors identified within the Solihull Cycle Network Plan were adjusted for auditing purposes. For example, the link to Blythe Valley was explored as part of the Stratford Road Corridor.

Table 4-4 - Solihull Priority Cycle Corridors

Route Label	Route Description	Rationale
A	Solihull Town Centre to Monkspath (additional link to Cheswick Green)	<ul style="list-style-type: none"> • In absence of local data, PCT analysis shows that usage is focused on Monkspath Hall Road. Likely rise of up to 5% cyclist mode share through full segregation of Monkspath Hall Road, and mode filtering of Hay Lane. • The corridor provides access from Solihull Town Centre to Monkspath and Cheswick Green. The corridor has the potential to provide a high quality leisure and commuter route. • The scheme connects to the proposed Stratford Road corridor and therefore offers a potential link to Shirley High Street and Blythe Valley.
B	Stratford Road Corridor / Blythe Valley	<ul style="list-style-type: none"> • The corridor currently has low to moderate levels of cycling. Shirley High Street has moderate to high propensity for cycling. In absence of local data, the likely hotspots are on certain stretches of Stratford Road (especially through Shirley Town Centre). • Likely rise of up to 5% mode share as scheme is transformative; full segregation is possible along the whole corridor. • Shirley has significant growth plans via the Local Plan. Enabling more cycle journeys will be required to facilitate the extra demand placed on the local network. Blythe Valley is a major employment site with future development opportunities identified in the Local Plan • The route also provides links to major retail sites, major employers, and Shirley Town Centre.
C	Dickens Heath to Solihull Town Centre	<ul style="list-style-type: none"> • The route is identified as a priority within the West Midlands LCWIP • The corridor currently has moderate levels of cycling (approximately 1-2% of the current mode share). Route has strong growth potential. • PCT indicates mode shift growth of up to 6.5%. In absence of local data, likely hotspots are Blossomfield Road and in Dickens Heath. • From local demand data, it appears that there is high propensity for short-distance trips. Full segregation,

		<p>widening and implementation of stepped tracks along the whole corridor could raise usage to levels indicated by PCT</p> <ul style="list-style-type: none"> • The presence of Solihull College on the corridor could assist in increasing cycle journeys significantly. • The corridor links Dickens Heath and residential communities up to Solihull Town Centre. It also links Solihull Gate Retail Park, major employers, Solihull College and Solihull Town Centre.
D	Shirley to Solihull Town Centre	<ul style="list-style-type: none"> • The Corridor currently has low to moderate levels of cycling. Shirley high street has moderate to high propensity for cycling. • In the absence of local data, likely cycling hotspots are on Solihull Road and Haslucks Green Road. Up to a 5% increase is possible according to PCT analysis. • The route links to potential residential developments and existing housing in Majors Green, as well as residential communities between Shirley and Solihull. It links Solihull Town Centre, Shirley Town Centre, Shirley Park, Shirley and Solihull Rail Stations.
E	Solihull Town Centre to UK Central Hub via Lode Lane, Catherine-de-Barnes and Damson Lane, including Elmdon section of A45	<ul style="list-style-type: none"> • There are currently low levels of cycling (below 2%). PCT analysis shows considerable potential growth along Lode Lane, prompting cycle infrastructure investment. • The various corridors provide a key link to the UK Central / HS2 sites from Solihull Town Centre, plus opportunities for public transport interchange at Birmingham Airport. • In the absence of local data, likely cycling hotspots are on Damson Parkway and Lode Lane. There is a high propensity for short trips based on local trip attractors. • The corridors link JLR, NEC/BIA, major employers and residential communities between Solihull Town Centre and BIA/NEC
F	Castle Bromwich to NEC/Birmingham Business Park	<ul style="list-style-type: none"> • There are currently low levels of cycling along this section of north Solihull • PCT analysis shows considerable growth along Chester Road prompting case for cycle infrastructure investment. • In absence of local data, likely cycling hotspots are on Chester Road, Coleshill Heath Road and Station Road in Marston Green. • There is a high propensity for short trips across the corridor due to the number of large employment sites in close proximity to residential areas • The corridor would link Castle Bromwich and Chelmsley Wood with local services, green spaces,

		<p>Birmingham Business Park and UK Central area, Marston Green Rail Station, Birmingham Airport and NEC</p> <ul style="list-style-type: none"> The route would enhance regeneration within Chelmsley Wood and at Kingshurst and provide further enhancements to the North Solihull Cycle Network.
G	Knowle to Solihull Town Centre	<ul style="list-style-type: none"> There are currently low levels of cycling here. There is a high propensity for short distance trips. This is due to the close proximity of Knowle to Solihull Town Centre Improving cycle provision along Warwick Road and access improvements into the town centre could see a 5% increase in cycle journeys. The corridor mainly links residential communities in Knowle and Copt Heath and provides a link between Knowle and Solihull Town Centre. The route also has the potential to connect to Dorridge and Balsall Common (feasibility study required)

4.5. Primary Cycle Corridor Audits

4.5.1. Introduction

The next step in developing the Solihull Cycling Network was to audit the seven primary cycle corridors identified through the initial prioritisation process. The audit stage is key to understanding current provision across the corridors and to identify improvements to ensure a high quality network can be provided. The audit process will help to identify a total cost for each corridor to be considered as part of the business case process.

To determine current provision and identify interventions required across the primary cycle corridors, a cycling audit was undertaken for each corridor during Summer 2019. The audit process identified that existing characteristics and the potential interventions vary significantly along the proposed routes.

4.5.2. Methodology

A site audit for each corridor was undertaken by bicycle between 21st August and 6th September 2019. The auditors used the West Midlands Cycle Design Guidance to identify existing constraints and to propose high level interventions. The recommendations provided by the audit team were developed using the five key principles of cycle design presented in the regional cycle guidance.

- Safety
- Directness
- Attractiveness

- Coherence
- Comfort

The key questions the audits were looking to address on the corridors included:

- Are their safety concerns along the corridor? i.e. conflict with motorised vehicles
- What common hazards should be considered and addressed?
- What is the ideal form for cycle provision within the design?
- Could a segregated cycle track be delivered without comprising existing road layout?
- What typical design constraints (available dimensions, topography, drainage requirements and other street activities) need to be considered and how can they be managed?

As part of the audit process, a constraints and opportunities task was undertaken, this high level exercise helped to identify key constraints along the corridors as well as identifying opportunities where high quality cycle infrastructure could be delivered with minimal constraints and/or disruption. The opportunities were identified following the audit on site, this included a desktop review and developing concept options which are presented in Appendix A.

It was agreed to undertake a high level approach to auditing as part of the LCWIP process. During the latter stages of scheme development (outside of the LCWIP process) each corridor will be required to go through a business case proposal, this proposal will include preparing a detailed design for each corridor put forward. It was agreed that the auditing process for the LCWIP would support the detailed design by providing examples of possible interventions backed up by evidence gathered through the audits.

4.5.3. Cycle Route Audits – Current Provision

Table 4-5 to Table 4-11 present the current conditions along the Solihull Primary Cycle Corridors

Table 4-5 - Route A - Solihull to Monkspath (plus optional extension to Cheswick Green)

Corridor Summary

The corridor links Solihull town centre to residential areas and proposed residential development to the south west. It is characterised by wide but busy single lane carriageways; crossing facilities at key roundabouts and junctions are generally poor.

Where segregated footway is provided, the surfacing is generally worn, with narrow widths. Where crossing facilities are provided, connections on/off the carriageway are largely poor.

Current conditions

1. The northern bounds of the route ends on Princes Way in Solihull, a heavily trafficked route with few onward connections to the town centre.
2. There is a gap in facilities at the Widney Lane roundabout between the newly constructed Wildlife Ways and existing segregated footway on Monkspath Hall Road.
3. Creynolds Lane is narrow in places and the restricted width limits the potential for cycle facilities within the existing highway boundary, in particular at its junction with the A34.

Corridor Map with Intervention Points

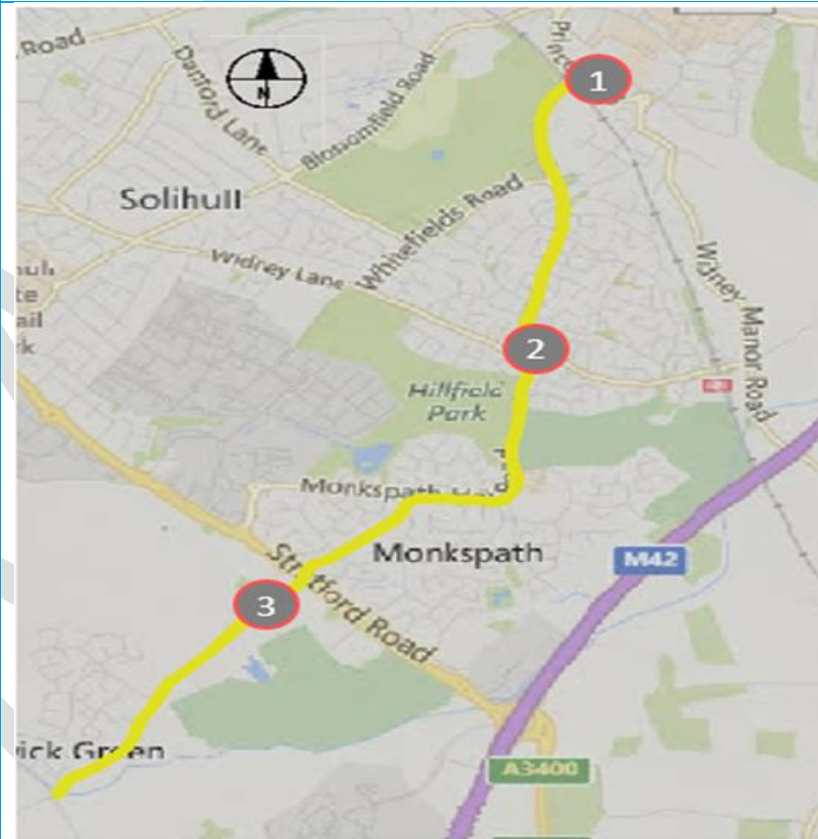


Table 4-6 - Route B - Stratford Road Corridor/Blythe Valley

Corridor Summary

The corridor connects Blythe Valley Business Park at its southern entrance with Shirley Town Centre along the A34 corridor, ending at the Birmingham border north of Shirley. The route connects several of the radial corridors from Solihull Town Centre to the south and west.

A shared use footway is provided along the entire route, varying in quality, width and which side of the road it is provided upon. Some short sections also use existing service roads and short sections of cycle track in Shirley Town Centre.

Current Conditions

1. Existing shared footway is convoluted, narrow and indirect at the Tesco store, taking a circuitous route around the junction.
2. Several roundabouts do not feature controlled crossings, in particular Cranmore Boulevard and Sainsbury's access.
3. The footway and highway cross section is narrow in places, resulting in substandard shared use path adjacent to highly trafficked dual carriageway, especially between School Road and Church Road in Shirley.
4. Several bus shelters have been placed on narrow shared footways resulting in pinch points and poor forward visibility where advertising panels are included.
5. Narrow footways and high levels of kerbside activity in Shirley Town Centre, including footway parking make for a hazardous route. The nature of service roads and shared footway makes route legibility challenging.
6. Major junctions in Shirley Town Centre including junction with Solihull Road feature a mixture of toucan and puffin indicators (on the same crossing in one example), with narrow islands and very long cycle times, that create severance

Corridor Map with Intervention Points

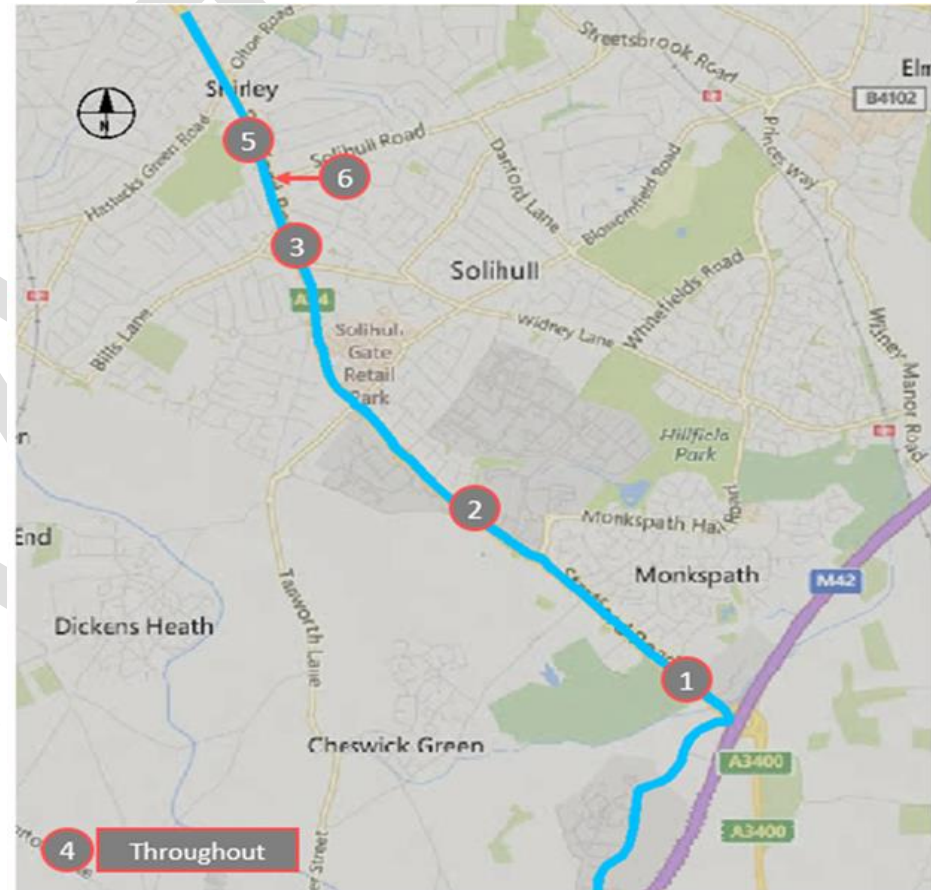


Table 4-7 - Route C - Solihull Town Centre to Dickens Heath

Corridor Summary

The corridor connects Solihull Town Centre to Dickens Heath, via Solihull College, Blossomfield Road and Shirley Heath. This corridor links numerous destinations including Solihull Retail Park and Solihull College and features some of the greatest propensity to cycle opportunities.

The route features narrow painted cycle lanes (not up to cycle design standards) along Blossomfield Road and a shared footway, part of the way between the A34 Stratford Road and Dickens Heath, a relatively new residential community in the west of the Borough. Other sections of the route are shared with general traffic.

1. The section of Blossomfield Road under the railway bridge is restricted in width by the existing structure, limiting the potential for widening existing cycle facilities.
2. While on street parking is limited, there are sections where it is present, particularly between Solihull Retail Park and Widney Lane
3. The section between the A34 Stratford Road and Solihull Retail Park lacks cycle facilities and features three highly trafficked roundabouts which are daunting to cyclists and represent major barriers. Alternative alignments for the corridor were investigated but deemed to be equally challenging and lacking in directness.
4. A pinch point and visibility issue is present where Dickens Heath Road crosses the Stratford-Upon-Avon canal, restricted by the width of the structure.
5. Many of the roads approaching Dickens Heath and beyond to Tidbury Green feature fast traffic that may be rat-running. The narrow county lanes characteristic of the roads is a barrier to less confident cyclists.

Corridor Map with Intervention Points

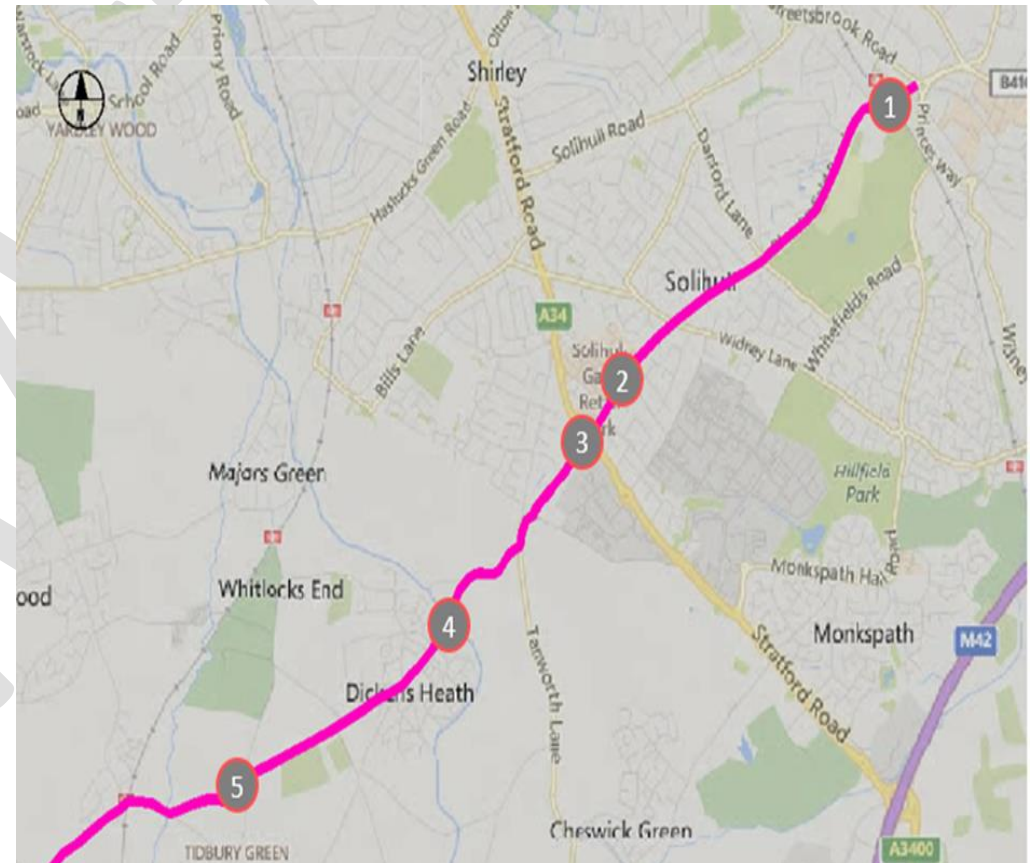


Table 4-8 - Route D - Shirley to Solihull Town Centre

Route Summary

The corridor connects Solihull Town Centre with Shirley Railway Station via Shirley Park (alternative alignments possible). The route for those choosing to cycle currently is largely shared with traffic. Shirley Park contains a shared use path and there are toucan/puffin crossings at Stratford Road / Solihull Road junction. The audit team considered alternative alignments at Shirley Park and using Dorchester Road as opposed to Streetbrook Road in Solihull, both of which provide benefits over the mainline route.

1. Highways widths along the route are restricted by property boundaries, or the presence of mature trees within verges.
2. The Solihull Road / Stratford Road junction features ambiguous controlled crossings, narrow islands and a very long cycle time, creating long delays for cyclists along the route.

Corridor Map with Intervention Points

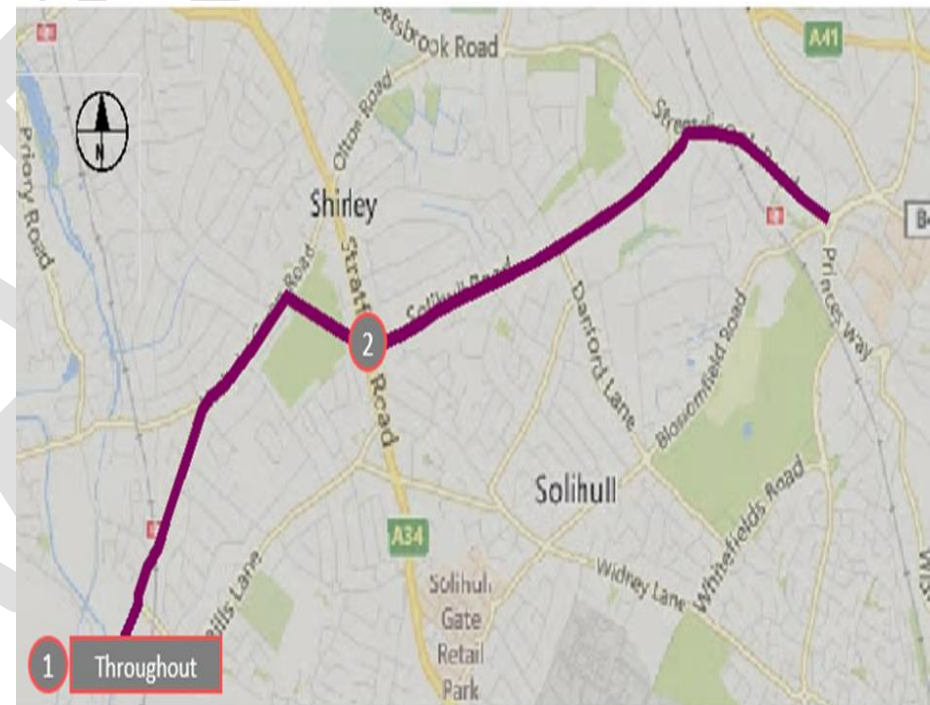


Table 4-9 – Route E - Solihull Town Centre to UK Central Hub via Lode Lane, Catherine-de-Barnes and Damson Lane, including Elmdon section of A45

Corridor Summary

As part of corridor auditing, three routes were looked at between Solihull Town Centre and the UK Central Hub. The corridors explored are Lode Lane, Damson Lane and via Hampton Lane and Catherine-de-Barnes Lane. The Lode Lane route converges on the A45, which has been audited between the Birmingham border and Airport Way to the south of Birmingham International Airport (BIA).

Lode Lane features cycle facilities including shared use paths, segregated shared use path along the frontage of JLR, and service roads, sharing with local access traffic. The Damson Lane route uses cut throughs near Solihull Hospital and is largely on-street to the A45. Shared footways are provided via Catherine-de-Barnes along much of the route, though there are some breaks in provision, notably in Catherine-de-Barnes.

1. Highway widths along much of the route are restricted by property boundaries, or the presence of mature trees within verges.
2. Junctions where the route intersects the A41 are severance points, either featuring poor toucan crossings, or requiring cyclists to share the carriageway with heavy traffic, though a subway is present on the Damson Lane corridor.
3. The roundabout between Airport Way and A45 slip roads features poor wayfinding and is a severance on the route to the airport and station.
4. Through Catherine-de-Barnes, southbound cyclists must turn against a banned turn with poor visibility as there is no current provision to complete the cycle route at this location.
5. The junction between Damson Parkway and the A45 does not feature cycle crossing points and is a severance on a Solihull to BIA route.
6. The Lode Lane canal bridge restricts widths between JLR and Solihull.
7. Cycle movements to and from Solihull Town Centre at the Warwick Road / Poplar Road junction are restricted, and narrow footways result in a barrier to cycling north from the town centre

Corridor Map with Intervention Points

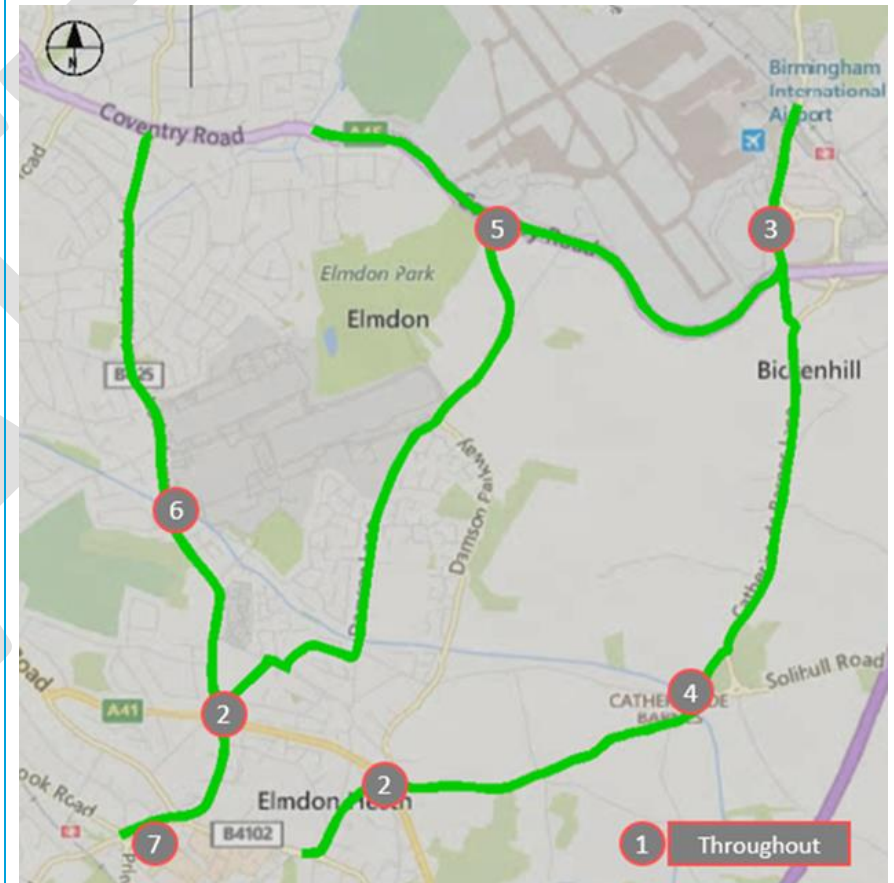


Table 4-10 - Route F - Castle Bromwich to NEC/Birmingham Business Park

Corridor Summary

The corridor runs from Castle Bromwich on the north-western edge of Solihull to the UK Central Hub and includes a spur to Marston Green Station. Between Chelmsley Wood and Castle Bromwich an alternative alignment has been considered using Windleaves Road, Lanchester Way and an off-highway alignment along the southern boundary of Northern House School.

In addition, it is considered that an alignment through Birmingham Business Park avoiding Coleshill Heath Road and using the new extension to the park would be beneficial. The corridor features a mixture of cycling facilities; including on carriageway provision and shared use paths

1. Water Orton Road does not feature a crossing available for use by cyclists, and it is not on the desire line.
2. Chester Road cycle route uses parallel service roads for its length but breaks to a stretch of narrow shared footway and a poor crossing facility at the roundabout with Windward Way.
3. There is a break in the cycle route at the Chester Road / Cooks Lane / Birmingham Road roundabout, with on carriageway provision and unclear routing through the junction.
4. The area around Moorend Avenue and Chelmsley Road features indirect cycle routes and a mixture of cycle provision which is hard to follow.
5. An alternative route through Birmingham Business Park, making use of the extension is recommended, the traffic volumes and speeds on narrow Coleshill Heath Road makes the road daunting and uncomfortable for cyclists.
6. In Marston Green, while traffic is calmed, it does not feature space for cycle facilities. Bickenhill Road is narrow and a uncomfortable route for cycling. Marston Green Centre is not an attractive option for cycling due to numerous junctions and significant kerbside activity

Corridor Map with Intervention Points

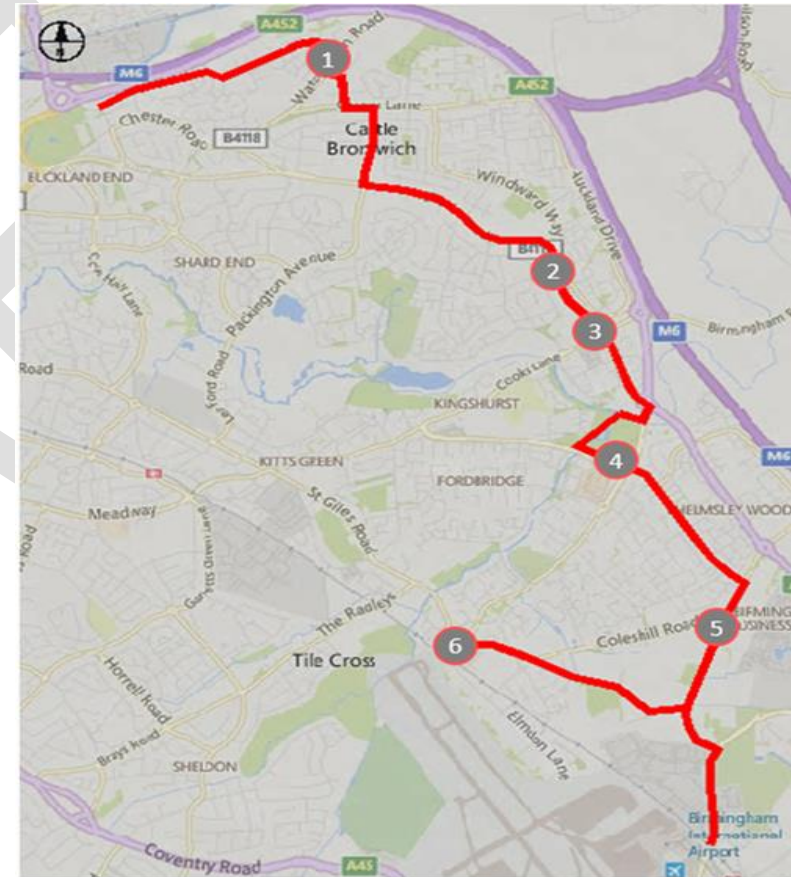


Table 4-11 - Route G - Knowle to Solihull Town Centre

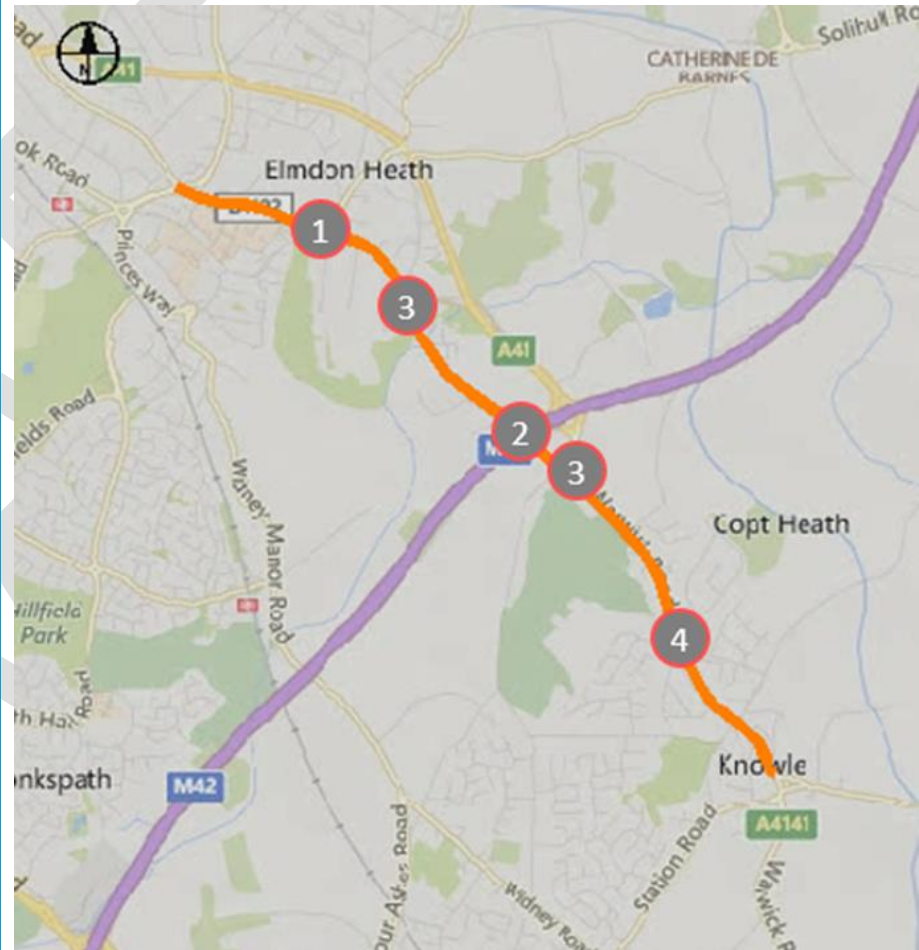
Corridor Summary

The corridor runs from Solihull Town Centre on Warwick Road to the centre of Knowle. An alternative alignment has been considered through Brueton Lake Park, avoiding busy sections on Warwick Road in Solihull Town Centre, this alignment links to Solihull Sixth Form College and Saint Martin's School. The corridor features a mixture of cycling provision, though it is largely on-carriageway. Predominantly on-carriageway facilities link Solihull Town Centre with Knowle. West of the B4025 roundabout, no cycling facilities are provided.

Warwick Road, severed by the M42, links to a footbridge that requires cyclists to dismount. East of the M42, wide advisory cycle lanes are provided on Warwick Road, terminating in Knowle at the junction with Lodge Lane, where cyclists merge back into traffic.

1. The B4025 west of the roundabout with the A41 on/off-slips is busy, and intimidating for cyclists, especially at the junction with New Road and Hampton Lane, which is a significant barrier for cycling into the Town Centre. East of New Road the width exists to enable cycle facilities within the southern verge, but the highway boundary is restricted by frontages to the west.
2. The existing overbridge of the M42 is narrow and features low parapets resulting in 'Cyclists Dismount' signage.
3. Cycle transitions to and from carriageway where the severed old Warwick Road meets the B4025 and A4141 feature uncontrolled crossings, severing the route.
4. While the A4141 / Wychwood Avenue / Langfield Road roundabout features marked cycle lanes, they are narrow and feature significant amounts of detritus, making them uncomfortable to less experienced cyclists and create risk of skidding.

Corridor Map with Intervention Points



4.5.4. Cycle Route Audits – Summary and Recommendation

The cycle corridor audits have provided a wealth of information in determining current provision along the primary cycle corridors. Table 4-12 presents an overall summary of existing conditions along each corridor. Table 4-12 also provides a high level recommendation for improving cycle provision along each corridor including a preferred level of provision.

The recommendation along each corridor has been used to develop a high level cost estimate. The cost estimate will support the initial phases of the business case. A more detailed and definitive scheme (and cost) for the corridors will be completed during detailed design stage.

Table 4-12 - Corridor Summary and Recommendation

Corridor	Summary of Route Condition	Route Provision Recommendation
Route A – Solihull Town Centre to Monkspath	<p>The corridor links Solihull town centre to residential areas and proposed residential development to the south west. Monkspath Hall Road is characterised by wide single lane carriageways; crossing facilities at key roundabouts and junctions are generally poor.</p> <p>Monkspath Hall Road is a busy corridor particularly during peak hours. A shared use path has been improved during 2019 as part of the Wildlife Ways programme however, cyclists and pedestrians are not provided with priority at crossing points and this does provide potential conflict with motorised vehicles.</p> <p>If the route is to connect to Cheswick Green, improvements are required at the Stratford Road crossing. For users cycling along this route, a lack of dedicated cycle infrastructure and signage causes possible confusion over the continuation of the route.</p> <p>Creynolds Lane is narrow and with potential high traffic speeds, an uncomfortable experience for all cycle users regardless of experience and confidence.</p>	<p>Following the audit process, the AECOM and SMBC team agreed on the following cycle provision:</p> <ul style="list-style-type: none"> • Based on the close proximity of residential sites along this corridor to Solihull Town Centre, a high quality cycle route is required • Monkspath Hall Road is a key corridor into the town centre particularly during peak hours. It is recommended that cycle users are provided with segregated infrastructure to remove conflict from motorised vehicles • Montkspath Hall Road has recently seen improvements to pedestrian and cycle facilities through the Wildlife Ways programme. New government guidance has recommended that shared use paths are replaced with high quality segregated provision for cycle users. • Further work is recommended to consider whether a dedicated cycle track can be provided for cyclists. A key benefit of a dedicated cycle track would be to provide priority at side roads

		<ul style="list-style-type: none"> • Modal filtering of Hay Lane to provide “quiet” route should be considered. It is important that the route remains attractive even if a change in provision from Monkspath Hall Road is provided. • Interventions to provide priority for cycle users crossing Stratford Road is recommended. Reducing waiting times at the existing crossing should be considered as a quick win solution • Explore opportunity to provide shared use path along Creynolds Lane if connection to Cheswick Green is required.
<p>Route B – Stratford Road Corridor /Blyth Valley</p>	<p>The corridor connects Blythe Valley Business Park at its southern entrance with Shirley High Street along the A34 corridor, ending at the Birmingham border north of Shirley. The route connects several of the radial corridors from Solihull Town Centre to the south and west.</p> <p>The Stratford Road experiences significant traffic flows, particularly in peak hours where congestion can be present. Stratford Road is a key commuter corridor connecting Solihull to Birmingham City Centre.</p> <p>With significant traffic flow, it is important that a high standard of cycle provision is provided. Provision for cycling would allow users to travel by more active modes of travel. Currently there is substandard provision for cycling</p> <p>Cycle users are not provided with dedicated provision throughout the corridor and are often required to share provision with pedestrians without the necessary space to do so. The current layout of Stratford Road provides little in the way of priority (e.g. detours at junctions) for</p>	<ul style="list-style-type: none"> • Blythe Valley is a large employment zone in the borough, high quality cycle provision to/from Blythe Valley is required to encourage modal shift from the car • Stratford Road experiences high traffic flows with a number of large junctions. Stratford Road is a key commuter corridor connecting Solihull to Birmingham City Centre • This corridor connecting Blythe Valley to the Birmingham border (and various trip attractors in between) requires a cycle route of the highest standard to encourage greater cycle journeys and address air quality concerns and congestion problems. • Within Blythe Valley Business Park, the central boulevard provides opportunities to implement segregated cycle and pedestrian provision with priority at side roads. Along Blythe Gate, opportunities to widen the existing shared use path should be explored

users cycling and therefore the corridor is not a convenient or attractive option for many considering cycling for their journey.

- Between the M42 junction and Solihull retail park, a two way segregated cycle track is recommended. It is likely that a reallocation of highway space will be required.
- Junction enhancements will be required to allow easy navigation for cycle users, priority for cycle users will be key to encourage modal shift
- For the remainder of the corridor (to Birmingham CC boundary) a continuation of a cycle track is encouraged. Through Shirley High Street, the removal of high street parking will need to be considered to allow for improved cycle provision.
- If sever constraints exist through Shirley High Street, a well-designed shared use path could be considered appropriate.

**Route C –
Solihull Town
Centre to
Dickens
Heath**

The corridor connects Solihull Town Centre to Dickens Heath, via the B4012. The B4012 is an important corridor within Solihull as it connects major residential sites to the town centre and Solihull Railway Station.

The corridor also provides a link to a number of major trip attractors in the borough including Solihull Retail Park and Solihull College. The corridor has high propensity for cycling based on the type of journeys undertaken (short distance commuter and educational journeys).

The corridor has high levels of traffic volume, particularly entering and existing Dickens Heath in peak hours. Along Blossomfield Road, a painted cycle lane is provided. The cycle lane is narrow and does not provided any form of protection for cycle users from motorised vehicles.

- This corridor connects Dickens Heath a substantial residential development at the southern end of the borough to Solihull town centre
- The corridor also connects to a number of major trip attractors such as Solihull College and Solihull Railway Station. A number of residential estates are present along Blossomfield Road
- Through the PCT analysis, this corridor has been identified as having high propensity for cycling. To encourage growth in cycling numbers, a high quality of cycle provision is encouraged.
- From Dickens Heath to Stratford Road, it is recommended that the existing shared use path is extended throughout this section.

	<p>Along Marshall Lane Road there is no provision for cycle users, on street parking is an additional safety issue along this section. A shared use path is provided between Dickens Heath and the A34 Stratford Road.</p> <p>Overall this important connection between Dickens Heath and Solihull Town Centre lacks a consistent provision of cycle infrastructure. The lack of consistent high quality infrastructure is likely to deter many potential cycle users.</p>	<ul style="list-style-type: none"> • The shared use path should be widened to recommended design standards. Junction enhancements are required to provide a safe and convenient crossing. Toucan crossings should be considered. • Between Stratford Road and B4102/Widney Lane junction, space is currently limited. Whilst a cycle track is recommended based on traffic flow, a segregated shared use path with priority at junctions should be considered. • From B4102/Widney Lane junction to Solihull Town Centre, it is recommended that a two way cycle track is implemented to encourage short distance journeys to the town centre, Solihull College and Solihull Railway Station.
<p>Route D – Shirley to Solihull Town Centre</p>	<p>The corridor connects Solihull Town Centre with Shirley Railway Station via Shirley Park (alternative alignments possible). The corridor has moderate to high levels of traffic volume. The route predominantly utilises local/connector roads and Shirley Park however, Streetsbrook Road is a key arterial corridor into the town centre.</p> <p>This route has the potential to connect large residential areas to Shirley Railway Station and the town centre. In its current layout, conditions for cycle users are unattractive and have the potential to deter many potential users.</p> <p>Along this corridor, cyclists have minimal protection as there is no designated cycle infrastructure. Haslucks Green Road is a narrow single lane carriageway with no designated cycle infrastructure or other forms of cycle provision (Inc. shared use)</p>	<ul style="list-style-type: none"> • This route has the potential to connect a number of residential zones with Shirley Railway Station (potential multi modal journeys) and Solihull Town Centre • It is recommended that this route is of a high standard (segregated cycle track, light segregation, shared use) to maximise on the corridor ability to provide connections to a key transport hub and the town centre. • Along Haslucks Green Road, space is limited with a narrow single lane carriageway. Opportunities should be explored to provide a high quality shared use path which is clearly signed. It is recommended that colour surfacing is considered to ensure potential users are aware of the route • If the route is to pass through Shirley Park, it is imperative that personal security is acceptable for all users. The route must be well signed, visible and well-lit at all times.

	<p>Whilst Solihull Road/Sharmans Cross Road have greater opportunities for cycle provision, there is currently none in place at this present time. Streetsbrook Road is a busy single lane carriageway with no existing provision for cycle users.</p> <p>Overall this corridor has high propensity for cycling based on large residential sites within close proximity to the town centre. Some form of provision to remove barriers to cycling is required to encourage greater levels of cycle journeys.</p>	<ul style="list-style-type: none"> • Along Solihull Road and Sharmans Cross Road, space is limited. It is recommended that opportunities to provide a high quality shared use path are explored. • Along Streetsbrook Road to Solihull Town Centre, it is encouraged that cycle users remain segregated from motorised vehicles. • Whilst pinch points exist, a shared use path (ideally segregated) is likely to be acceptable for all users. • It is important that a shared use path along this corridor provides protection at side roads and key junctions. Toucan crossings or raised tables providing priority to cycle users should be considered.
<p>Route E(a) – Solihull Town Centre to UKC via Lode Lane</p>	<p>Lode Lane is key corridor connecting Solihull Town Centre to a number of residential sites including Lode Heath, Wells Green and Shelton. Key trip attractors within the borough are located along Lode Lane including Jaguar Land Rover and Solihull Hospital.</p> <p>The quality of cycle provision varies across the length of Lode Lane. Across the entire length of Lode Lane there is no cycle infrastructure that meets the standards set within the West Midlands Cycle Design Guidance</p> <p>For small sections of Lode Lane, there is no provision for cycle users. The majority of cycle provision along Lode Lane consists of advisory painted cycle lanes, share use paths and segregated shared use paths.</p> <p>Based on the Lode Lane Corridor hosting a number of major trip attractors, it is imperative that a good standard of cycle provision is</p>	<ul style="list-style-type: none"> • Lode Lane is a key connection into Solihull Town Centre. The corridor links residential sites such as Sheldon and Wells Green to the centre of Solihull. • Major trip attractors such as JLR and Solihull Hospital are based along Lode Lane. A high quality segregated route is required to enable a modal shift from the car for work journeys in particular. • Between Solihull Town Centre and the Lode Lane/A41 junction (Solihull Hospital located along this section) it is recommended that a two way segregated cycle track is implemented. A redesign of the existing highway would be required • Between Lode Lane/A41 junction and the JLR access point, a segregated form of cycle provision is required. Due to space constrains a high quality segregated share path might be the most appropriate form of provision

provided. Currently, provision for cycle provision provides a lack of protection at major junctions, side roads and at times segregation from motorised vehicles.

- Cycle provision along this section could utilise the verge on the western side of the carriageway prior to providing a toucan crossing to access existing provision on the eastern side to connect into JLR.
- Between JLR entrance and the A45 (along Lode Lane) existing shared use provision should be improved. The shared use path should be widened to accommodate increasing demand
- The shared use provision should also ensure greater protection and priority at side roads and junctions (the use of raised tables should be considered)
- The route will need to consider how to access residential estates on either side of the carriageway with toucan crossings considered

**Route E(b) -
Solihull Town
Centre to
UKC via
Damson Lane**

The Damson Lane route uses local streets to connect Solihull Town Centre to Damson Lane (via Hermitage Road and Alston Road). On this section, no cycle provision is provided along this section however, traffic volumes are moderately low. Alston Road has significant on street parking which would be a concern for cycle users.

Damson Lane consists of a single lane carriageway with no existing provision for cyclists. There are a number of side roads along Damson Lane which have the potential to cause safety concerns and conflict with motorised vehicles.

Along Damson Parkway, the corridor is a mixture of single and dual lane carriageway. Damson Parkway experience heavy traffic flows during shift turnover at the Land Rover site. Cycle users currently are required to travel on the highway with no dedicated provision.

- This route option provides a link between UK central and Solihull Town Centre via the A45, Damson Lane and local residential streets connecting into the town centre.
- The route provides a link to key employment sites from residential estates such as Elmdon and Elmdon Heath.
- Damson Lane as a connector route to Damson Parkway has moderate levels of traffic.
- With limited space along this route, it is recommended that a high quality shared use cycle route is provided.
- Along Hermitage Road and Alston Road, shared use provision or traffic calming measures are encouraged
- Along Damson Lane, it is recommended that a high quality shared use path is provided. Coloured surfacing and signage is recommended to provide awareness.

Along the A45 no cycle dedicated cycle provision is provided and therefore is an unattractive option for cycle users of all abilities. Overall this corridor lacks a form of provision which would make it a convenient option for users to consider cycling to the UK Central area.

- Due to limited space, pinch points would exist along Damson Lane and on street parking removal would need to be considered.
- Along Damson Parkway, increased space provides more opportunities to implement a high quality cycle route. Options to consider include segregated cycle track along the west side of the footway or a segregated shared use path
- Due to traffic volumes and speeds, an off carriageway cycle route using the existing south side verge is recommended along the A45.

Route E (c) - Solihull Town Centre to UKC via Catherine de Barnes

This option consists of linking Solihull Town Centre to the UK Central area via Hampton Lane, Bickenhill Lane and Catherine de Barnes Lane. To connect into the UK central area, the route moves along Clock Lane and utilises the footway of the A45 WB off-slip to access Birmingham Airport via Airport Way.

Hampton Lane is a wide single lane carriageway corridor. Cyclists are provided with shared use provision with pedestrians. The shared use path is narrow across the entirety of Hampton Lane and improvements are required to ensure the path meets design standards, particularly the width of the path.

Along Bickenhill Lane, no dedicated provision is provided for cyclists. The road serves only a small number of dwellings and therefore traffic volume is low. Catherine De Barnes Lane consists of a single lane carriageway with a shared use path provided for pedestrians and cyclists.

- This corridor connects Solihull Town Centre to Birmingham Airport/UK Central via Hampton Lane and Catherine De Barnes Lane
- Existing cycle provision is present along sections of this route however, improvements are required to encourage modal shift
- The route has good propensity due to its ability to connect Solihull Town Centre to Birmingham Airport. The route also provides for leisure journeys based on the urban to rural setting.
- Based on footfall along Catherine De Barnes Lane and Hampton Lane, we would recommend a high quality segregated cycle route off the carriageway.
- Along Hampton Lane, a high quality segregated shared use route is feasible, this would utilise the existing footpath and verge. A cycle track is feasible however, highway space would be required.

	<p>Whilst provision is provided for cyclists along Catherine De Barnes Lane, the shared use path is narrow in places. Improvements were made in Summer 2019 to provide more space along the shared use path. Further improvements would be required to encourage great number of cycle journeys.</p> <p>To connect Catherine de Barnes Lane to Birmingham Airport, a footway along the WB A45 slip is provided for cyclists. The footway is very narrow and would cause potential issues for cyclists and pedestrians passing at the same time. This section of the route highlights a lack of quality in cycle provision and will harm opportunities for increased cycle journeys.</p> <p>Overall the route requires improvements to existing shared use provision and connection to UK Central from Catherine de Barnes Lane. There are opportunities to provide high quality dedicated infrastructure, particularly along Hampton Lane. A more accessible and attractive crossing over the A45 is required.</p>	<ul style="list-style-type: none"> • Due to low traffic volumes along Bickenhill Lane, no major changes are required. It is recommended that clear signage is provided to ensure a coherent route. Removal of on street parking along Bickenhill Lane should be considered. • Catherine De Barnes Lane requires improvements to existing shared use path. Width improvements, route surface and signage could be improved to encourage modal shift. • To connect to Birmingham Airport, the existing link over the A45 needs to be improved. The existing footway on the A45 off-slip is narrow and widening should be improved. The connection between the footway and Clock Lane should also be reviewed. • Accessibility and signage connecting into Birmingham Airport should be reviewed.
<p>Route F – Chelmsley Wood to Birmingham Airport/NEC</p>	<p>The corridor runs from Castle Bromwich on the north-western edge of Solihull to the UK Central Hub and includes a spur to Marston Green Station. The route connects two major residential settlements (Castle Bromwich and Chelmsley Wood) to UK Central, a large employment zone.</p> <p>With lower levels of car ownership and high levels of deprivation in certain areas, the North Solihull Cycling Network was introduced to provide alternative low cost travel options to the car. Current provision along this corridor includes designated segregated cycle tracks, on carriageway and shared use provision.</p>	<ul style="list-style-type: none"> • This corridor provides a link between a major employment and leisure zone with major residential sites to the north of the borough. • To the north of the borough, areas of deprivation are present. A cycle route connecting UK central to north Solihull has the potential to provide greater transport options and new job opportunities. • The overall route experiences high traffic flow particularly on Chester Road and connector corridors such as Coleshill Heath road can be busy and unpleasant for cyclists

	<p>Currently there is no dedicated cycle provision to link cycle users between the UK central area and Marston Green. Bickenhill Road is a narrow lane with potential high traffic speeds. Potential conflicts with motorised vehicles is a possibility and therefore an improved link between Marston Green and UK Central area should be explored</p> <p>Between the UK Central Area and Chelmsley Wood, no dedicated cycle provision is provided. Currently, cycle users are likely to use Coleshill Heath Road which has moderate to high levels of traffic flow and speed. The single lane carriageway is narrow and is likely to deter potential cycle users.</p> <p>Between Chelmsley Wood and Castle Bromwich some provision is provided through shared use paths and service roads however, a lack of dedicated provision provides a lack of protection at junctions/side roads which is likely to deter potential users.</p> <p>Overall a lack of quality provision is provided along this corridor. The failure to provide a coherent route which provides cycle users with protection along busy roads and junctions is likely to deter many users from cycling.</p>	<ul style="list-style-type: none"> • This route requires segregated provision to encourage greater number of active travel journeys from and within areas such as Chelmsley Wood and Castle Bromwich • From Birmingham Airport along Coleshill Hill Road, limited space reduces opportunities for high quality cycle provision. It is recommended that a segregated share use space is provided to ensure cyclists are separated from high traffic flow and speed. • For the connection to Marston Green along Bickenhill Road, limited opportunities are provided. Recommendations include a shared use provision or traffic calming measures if segregation is not possible. • The route is recommended to continue to the Coleshill Hill Road/Chester Road junction to connect to existing cycle provision • Along Chester Road it is encouraged that a segregated cycle track is provided or a segregated shared use path provided, it is imperative that cycle users are separated from motorised vehicles at all times. • For connections into residential estates in Castle Bromwich (including Hurst Lane North and Green Lane) a shared use path would be suitable. Clear signage onto Chester Road would be required.
<p>Route G – Solihull Town Centre to Knowle</p>	<p>The corridor runs from Solihull Town Centre on Warwick Road to the centre of Knowle. The corridor features a mixture of cycling provision, though it is largely on-carriageway. West of the B4025 roundabout, no cycling facilities are provided.</p> <p>From Solihull town centre to the M42 footbridge, a lack of provision for cycle users is present. Between New Road and Warwick</p>	<ul style="list-style-type: none"> • The corridor between Solihull Town Centre and Knowle provides a key link between a number of residential settlements and local services including employment and leisure within the town centre • Based on the high traffic flow and speeds along Warwick Road, it is recommended that improvements are made to the existing advisory cycle lanes

Road/A41 on/off-slip junction, no provision is provided. Cycle users are required to cycle on the carriageway with heavy traffic flows present.

From this junction, cyclists are provided with signage to show the direction of travel towards Knowle however, no dedicated provision is provided along this section of Warwick Road. Cycle users are then required to dismount to travel over the M42 footbridge.

South east of the M42 wide advisory cycle lanes are provided on Warwick Road, terminating in Knowle at the junction with Lodge Lane, where cyclists merge back into traffic. The advisory cycle lanes provide no segregation from motorised vehicles and therefore is likely to deter potential cycle users

At the Warwick Road/Langfield Road/Wychwood Avenue advisory cycle lanes are provided however, this provides no real sense of protection or priority for cycle users therefore, the junction is a potential safety concern for cycle users and is another barrier to cycling for potential users.

Overall this corridor provides a lack of consistency. South East of the M42, cyclist are provided with advisory cycle lanes which could be enhanced to dedicated cycle provision. West of the M42, minimal provision is provided which is likely to be a major deterrent for potential cycle users.

- Between Knowle and the M42 footbridge, cyclists are provided with an advisory cycle lane for the majority of the route. To provide greater protection and promote cycling as a more convenient mode of travel, such advisory lanes should be replaced with a more permanent provision.
- It is recommended that between Knowle and the M42 footbridge, a two way segregated cycle track is provided on the western side of the carriageway. Junction enhancements are required to provide protection for cyclists including reduce waiting times if toucan crossing is implemented.
- Improvements to the M42 footbridge including accessibility and width should be explored. Cycle users should ideally be able to remain cycling without requiring to dismount
- Between the M42 footbridge and Warwick Road/M42 off/on-slip junction, a segregated form of cycle provision is recommended. Existing footpath widening should be explored
- Along the B4025 and B4102, cycle users will be required some form of segregation due to heavy traffic flow and speed. A reallocation of road space and verge should be considered to provide a continuation of shared use path or a segregated cycle track.

5. Network Planning for Walking

5.1. Background

The key output for the network planning stage for walking has been to identify Core Walking Zones (CWZs) across the borough. The CWZs will identify interventions which improve the overall pedestrian environment as well as addressing issues such as severance and safety. The remainder of the Chapter presents the CWZs identified through discussions with stakeholders and the evidence gathered as part of Chapter 3.

A high level overview has been undertaken across the CWZs to identify their strategic relevance and to identify the main corridors within each CWZ. A 'Level of Service' audit has been undertaken to identify existing conditions and to develop interventions required within each CWZ. The information gathered through the CWZs will be considered as part of major transport infrastructure projects in the borough as well as individual pedestrian improvements schemes.

5.2. Methodology

Walking is a short-distance mode, often done in conjunction with other modes of transport as a part of a longer journey. Most walking therefore takes place where there is an agglomeration of trip attractors, including places where interchange between other modes is taking place.

Through discussions with, stakeholders and the use of Geographic Information System (GIS), network planning for walking has taken place to identify the CWZs and key walking interventions across the borough. summarises the approach to selecting the Core Walking Zones and routes within them

Table 5-1 - Identification of Core Walking Zones

Method	How information will be used
GIS Analysis (further information below)	The GIS analysis was used to identify major trip generators and attractors and trip patterns, with the analysis helped to provide the strategic rationale for the CWZs.
Understanding developer aspirations	Local Plan development sites and the quantum of development were identified, and locations were plotted in GIS. Priority was given to sites within close proximity to existing local centres or destinations which could facilitate walking trips.
Stakeholders discussions	Meetings and stakeholder workshops with contacts from the LCWIP Steering Group then identified key intervention areas within a CWZ to help set the boundary. The key intervention areas are those which already have high walking activity or are key commuting corridors with potential for significant walking trips

The key trip generators and attractors across the borough were mapped as part of the GIS analysis of local travel patterns. The analysis considered major trip destinations such as large employment sites, town centres and major transport interchanges, and large educational establishments such as colleges and secondary schools. The major trip generators and attractors were discussed with SMBC officers and stakeholders.

Once the CWZs were determined, the key pedestrian corridors between origins and destinations within each CWZ were located and mapped within a 1.8km radius. This meant that several CWZs were grouped together in larger clusters. Stakeholders identified key walking routes within each CWZ.

The Solihull LCWIP focuses on interventions to improve the pedestrian environment within the CWZs. The route hierarchy presented within Table 5-2 below (taken from the DfT LCWIP guidance) has classified pedestrian infrastructure to help identify corridors of most importance.

Table 5-2 - Walking Route Hierarchy

Route Hierarchy	Description
Prestige Walking Zones	Very busy areas of towns and cities, with high public space and street scene contribution.
Primary Walking Routes	Busy urban shopping and business areas and main pedestrian routes.
Secondary Walking Routes	Medium usage routes through local areas feeding into primary routes, local shopping centres etc.
Link Footways	Linking local access footways through urban areas and busy rural footways.
Local Access Footways	Footways associated with low usage, short estate roads to the main roads and cul-de-sacs.

The pedestrian corridors selected for audit within each CWZ in Solihull fall within the “prestige walking zones” and “primary walking routes” categories. Highly-localised walking links including links to schools, will be considered as part of more detailed individual schemes or major transport infrastructure projects.

5.3. Core Walking Zones

Once the major trip generators and attractors were discussed as part of an LCWIP Steering Group Meeting, the CWZs were identified. The CWZs consist of major trip generators in close proximity across the borough and where high propensity for walking is currently present or forecasted. The CWZs identified are:

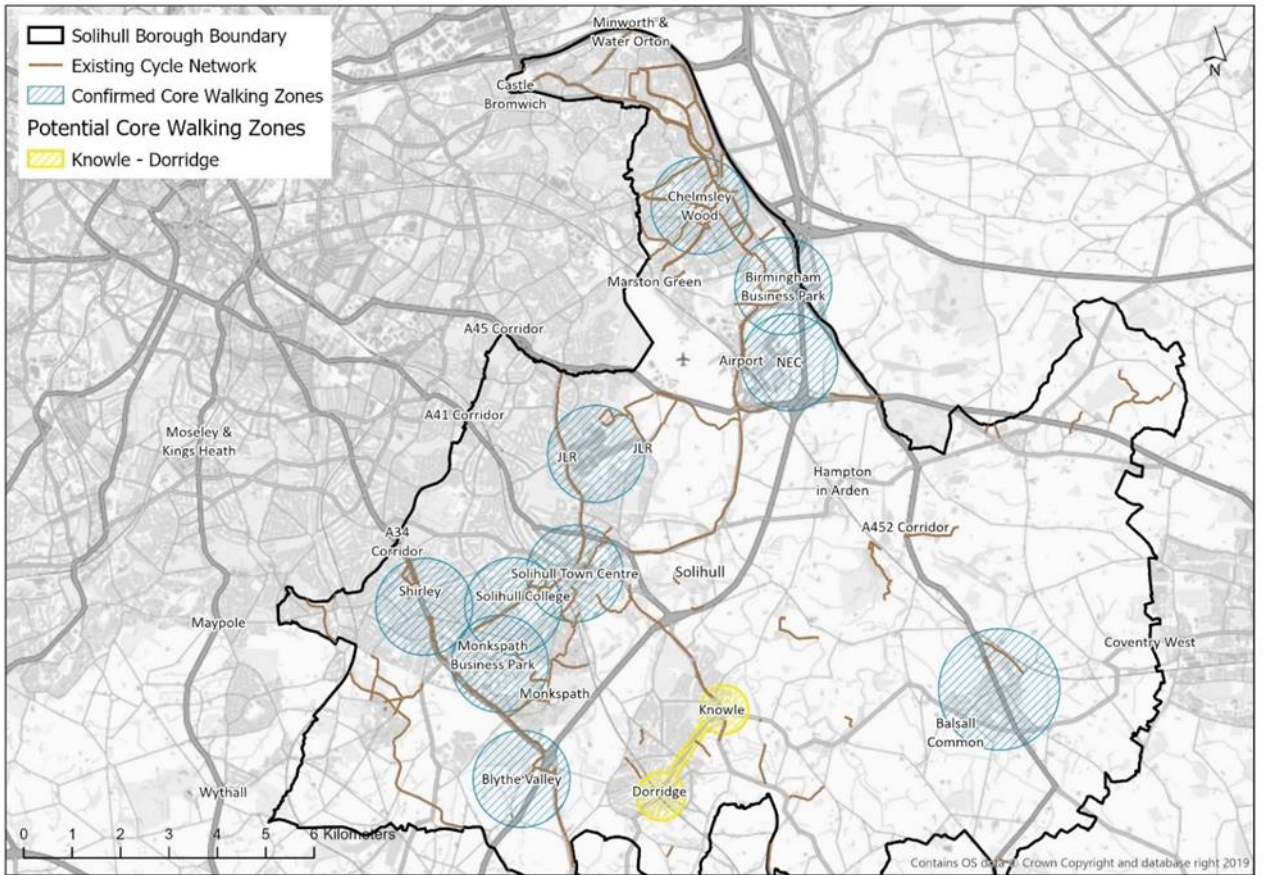
- CWZ 1: North Solihull (including Chelmsley Wood, Kingshurst, NEC, Birmingham Airport, UK Central and Birmingham Business Park);
- CWZ 2: Jaguar Land Rover site-bounded area;
- CWZ 3: Solihull Town Centre;
- CWZ 4: Shirley, Monkspath and Solihull College area;
- CWZ 5: Blythe Valley;
- CWZ 6: Balsall Common.

Balsall Common was added to the initial shortlist identified due to its strategic importance for new residential development. New development in Balsall Common provides the opportunity to create a local, walkable community that is compact and well connected with schools and public transport. This is to harness the expected population growth from local plan-led housing developments to encourage sustainable school travel and uptake of walking to the proposed rail station.

Knowle, Dorridge and Bentley Heath areas were considered a potential CWZ, however Dorridge has benefited greatly in recent years from enhanced public realm works, footway improvements. There is a Neighbourhood Plan for the wider area, underpinned by a Heritage and Character Assessment (October 2017) which has identified further improvements. Therefore, a robust plan for improvements is already in effect here and would only be duplicated in the LCWIP.

Figure 5-1 presents the CWZs identified across the borough.

Figure 5-1 - Solihull Core Walking Zones



5.4. Core Walking Zone Audits

During July and August 2019, walking audits were undertaken within each of the CWZs. The streets and main corridors which contained the greatest walking potential (as taken from WebGIS outputs and stakeholder engagement) were audited. Routes within Core Walking Zones where total potential commuters were greater than 100 trips a day were audited.

The Balsall Common walking zone was an exception to this methodology, due to the fact that the existing data pre-dates much of the recent development in the village. In this case, the main walking routes connecting existing and proposed developments to the village centre and station were audited.

The audits were undertaken using the Walking Route Audit Tool contained in the DfT LCWIP guidance. When planning improvements to the pedestrian environment, tackling severance issues is key. Severance is often a major barrier for discouraging local journeys to be undertaken on foot. The first stakeholder workshop helped to identify several local severance issues.

As the pedestrian environment is made up of footways, pedestrian crossings and footpaths which are largely in place, the interventions noted by the audits largely consider making improvements to existing facilities in order to make them safer or more convenient for users. The recommendations are focused on small scale interventions which can have a beneficial impact on pedestrians.

Table 5-3 to Table 5-8 present existing issues and a suite of potential options to improve the pedestrian environment within each CWZ. The options presented below will be considered as part of wider transport infrastructure projects undertaken in the borough.

Table 5-3 - North Solihull Core Walking Zone Findings

CWZ1: North Solihull	
Issues	Recommendations
Chelmsley Wood	
Numerous crossings of main roads into the town centre but the final walking routes within the town centre quadrant feature poor wayfinding and connections to the shopping precinct	Re-model the bus only street at the front of the centre to provide better streetscape and crossing facilities
	Improved wayfinding for pedestrians accessing the centre from Chelmsley Road and the north west
Pedestrian overbridge is poorly accessed through a car park	Better links to the overbridge
	New footway on the desire line connecting the Bosworth Drive puffin crossing with the town centre
Chelmond Cross on Chester Road	
Main road severs the two sides of Chelmond Cross	Construct footways to linking the area to Birmingham Business Park, shops and offices
Existing unlit footway on Coleshill Heath Road runs behind trees adjacent to the recreation ground, the route is interrupted by fallen trees	Street lighting would improve its environment as a route towards the business park
Birmingham Business Park	
Strong desire line from Chelmond Cross to the north of the Business Park is poorly served	Provide safe crossing facilities at the Chester Road / Coleshill Heath Road roundabout
Wayfinding is difficult within the park itself	Provide a new pedestrian entrance to the park in conjunction with a new footway on Chester Road
Crossing the park by foot involves routing around the perimeter adjacent to vehicular traffic	Improve routes through the park with accompanied wayfinding / signposting
National Exhibition Centre (NEC)	
A more direct pedestrian route between Chelmsley Wood, Marston Green and the NEC complex is currently gated off. Gated access through the Premier Inn site is difficult to locate	Open the gate to pedestrians and link Birmingham Business Park at Blackfirs Lane to the NEC via pedestrian crossing points on Bickenhill Parkway
Bickenhill Parkway / Coleshill Heath Road	
No pedestrian crossing facilities on Bickenhill Parkway to allow access to the NEC, Premier Inn etc.	Provide crossing facility for pedestrians
Strong pedestrian demand on Coleshill Heath Road but footways are narrow and traffic speeds fast. Many side roads lack crossings,	Improve pedestrian facilities

no crossing point and poor visibility where the footway changes sides of the road	
Marston Green	
Semi-rural Bickenhill Road has a narrow footway on one side encumbered by street furniture and trees	Construct improved route in the verge, or look at a more direct route to the Airport through Elmdon Trading Estate

Table 5-4 - Lode Lane/JLR Core Walking Zone

CWZ2: Jaguar Land Rover (JLR) site on Lode Lane	
Issues	Recommendations
Old Lode Lane	
Footways are cracked and uneven from utilities works and / or tree root damage along either side of the carriageway - an unpleasant surface for both the mobility impaired and pram users	Footway resurfacing
Lode Lane / Old Lode Lane Roundabout	
Footways are cracked and uneven from utilities works and / or tree root damage along either side of the carriageway - an unpleasant surface for both the mobility impaired and pram users	Footway resurfacing and widening as it is marked as partially segregated shared space
Lighting column in the centre of the footway	Relocate lighting column to back of footway
Lode Lane near Jaguar Land Rover access gates	
Northern Gate: pedestrians crossing on to the central reserve rather than use the east / west crossing of the southern arm	controlled pedestrian crossing of the northern arm to better facilitate pedestrian movement
Southern Gate: uncontrolled pedestrian crossings at the junction	Upgrade to toucan crossings for safer pedestrian / cycle environment
Damson Lane	
Northern footway ends abruptly opposite bus stop <i>nwmadwmd</i>	Controlled crossing facility to provide safer crossing point near the bus stop
No pedestrian footway between Jaguar Land Rover entrance D2 and bus stop <i>nwmadwmg</i>	Provide footway to improve the pedestrian environment and provide a safer link to the bus stop
Southern footway is cracked and uneven from utilities works and / or tree root damage - an unpleasant surface for both the mobility impaired and pram users	Footway resurfacing

Existing footway is very narrow, overgrown and has poor lighting	Widening would benefit areas where mature trees do not obstruct, plus additional lighting
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Table 5-5 - Solihull Town Centre Core Walking Zone

CWZ3: Solihull Town Centre	
Issues	Recommendations
Solihull College & University and Homer Road via Tudor Grange Park	
Existing pedestrian / cycle link is well used but poorly lit, particularly in areas where trees are present	Additional lighting
	new link connecting the footpath / cycleway to Prince's Way
New Road near to Malvern Park	
Pedestrians using the central grass verge as a refuge across the dual carriageway in either direction	Controlled crossing facility of New Road near to Malvern Park Avenue
Junction of the B4102 Warwick Road and New Road	
Safety and poor pedestrian environment	Controlled pedestrian crossing of the eastern arm would benefit pedestrians at the junction and provide an additional link to / from Solihull School
	Additional pedestrian phases through reconfiguration of the existing signals
	Signalise the New Road give way arm of the junction to create a safer and more appealing pedestrian route linking to / from Malvern Park
Junction of B4102 Warwick Road and George Street	
Safety and poor pedestrian environment	Controlled pedestrian crossing of the eastern arm would benefit pedestrians at the junction and provide an additional link to / from Solihull School
	Additional pedestrian phases through reconfiguration of the existing signals
Junctions of A41 Seven Stars Road, Woodfield Road and Thornby Avenue	
Severance caused by the A41	A controlled crossing facility, additional signage and wayfinding
Station Approach and Station Road	

Pedestrian infrastructure at the roundabout is considered poor	Redesign the junction to provide a high-quality pedestrian environment with wider footways and shared space that links Solihull Town Centre and Solihull Railway Station
B4102 between its junction with George Street and its junction with Lode Lane	
Sections of the southern footway are narrow with a pinch point near to House of Fraser	Rationalise the existing street furniture
Existing street furniture also creates obstacles along the route	
Junction of Church Hill Road and Witley Road	
Safer pedestrian crossing facility required	Widen the pedestrian refuge islands located within the hatched area either side of the Witley Avenue / Church Hill Road junction

Table 5-6 - Shirley, Monkspath and Solihull College Core Walking Zone

CWZ4: Shirley / Monkspath / Solihull College area	
Issues	Recommendations
Shirley Town Centre	
Centre is highly traffic-dominated on A34. There are service roads on either side with loading and parking bays, plus much footway parking. As a result, space for pedestrians is limited.	Reallocate space to favour pedestrians and transform the streetscape in the town centre
Stratford Road / Solihull Road junction	
Long pedestrian staggers and narrow islands	High quality and capacity pedestrian facilities
Stratford Road	
No footway adjacent to the car dealers, and pedestrian crossings do not follow desire lines	New midblock crossing and footway provision on the southwest side of Stratford Road
Solihull Retail Park	
No controlled crossings to Solihull Retail Park	Provision of a controlled crossing point
Access to Sears Retail Park is complicated by service roads and street parking	Simplifying pedestrian provision and the walking environment

Cranmore Boulevard and Monkspath Business Park	
Footway parking makes crossing opportunities difficult, especially for the mobility impaired. Access to Monkspath Business Park from Cranmore Boulevard is poor, with narrow footways on one side of the road and no dropped crossings	Zebra crossing on Cranmore Boulevard to improve access to the business park

Table 5-7 - Blythe Valley

CWZ5: Blythe Valley	
Issues	Recommendations
Notcutts footpath linking A34 Stratford Road to both Frankholmes Drive and Shelly Lane	
Footpath is sub-standard	Improve through widening, additional lighting, vegetation removal and additional wayfinding / signage
Monkspath Hall Road	
Southern footway (near Hay Lane) is poorly lit and overgrown	Remove vegetation and add lighting
Severance to residential areas to the south of Monkspath Hall Road	Controlled crossing of Monkspath Hall Road to the east of Hay Lane would create a link to Solihull Nature Reserve to the north
Footway on the eastern side of the carriageway between Highlands Road and A34 Stratford Road does not extend between the two junctions	Extend the footway to connect south towards the toucan crossing of the A34 Stratford Road roundabout. Also add lighting.
Blythe Gate and Blythe Valley	
No consistent footway along Blythe Gate's southbound carriageway within Blythe Valley Business Park	Provide a footway on either side of the carriageway
Walking connections between Blythe Valley businesses and the surrounding areas could be improved	Connect at several locations to the leisure routes running around the periphery of the site
	Add a route connecting to / from Cheswick Green, possibly running adjacent to Shirley Golf Club, which would also pick up additional leisure trips.
	Existing connection between the northern footway of the business park and the toucan crossing at A34 Stratford Road has potential to

	be improved through widening and vegetation removal
	Additional link between Widney Manor Railway Station and Blythe Valley Business Park would improve connectivity, either routing through the golf club or via 'quiet' streets.
	New footpaths routing to the north of Fore Business Park could also be improved through additional signage / wayfinding and improved lighting, linking to an improved and widened Notcutts Path
A34 Stratford Road	
No footway is provided to the south of the carriageway, linking between the toucan crossing of the A34 Stratford Road (Fore Business Park and Blythe Valley crossing) and the bus stop to the north (Stop ID: nwmadmdp).	Footway would provide a safer connection to the bus stop. A signalised crossing at A34 Stratford Road, adjacent to McDonalds, would provide a significantly safer crossing facility than the dropped kerb currently provided
Tesco Supermarket has a confusing pedestrian environment, with several pinch points near to the petrol station entrance / exit	Re-allocation of this space and a clearer route in this location

Table 5-8 - Balsall Common Core Walking Zone

CWZ6: Balsall Common	
Issues	Recommendations
Station Road, between Berkswell Station and its roundabout junction with the A452	
Upgrade of the footways required	Widen where possible and resurface
Current dropped kerbs are either unaligned on either side of the road or not provided at all	Improve dropped kerb facilities and tactile paving at minor arm junctions on Station Road
Existing signalised crossing of the A452 / Station Road roundabout is sub-standard	Upgrade to a toucan facility
Uncontrolled crossing of the western arm of the A452 / Station Road roundabout is sub-standard	Upgrade to a wider uncontrolled, zebra or toucan crossing
Footway between A452 and B4101 Balsall Street is sub-standard	Widen where possible and resurface
No footway is provided along the northern side of the carriageway near Needlers End Lane	Provide a crossing of Needlers End Lane on the southern footway

Hallmeadow Road, near to its roundabout junction with Station Road	
Severance caused by Hallmeadow Road	Toucan crossing facility
Current dropped kerb facilities provided at the roundabout are considered poor	Another toucan facility would benefit links between Balsall Common, the station and the health centre
Dropped kerbs between the areas of built out footway, between One Stop and Tesco, could be improved and upgraded	Provide a zebra crossing
B4101 Balsall Street	
Severance caused by the B4101	Signalised pedestrian crossing near to the junction with Station Road
A452, between Balsall Common and its junction with Alder Lane	
Improve the pedestrian environment	Footways could be upgraded either side, plus widening where possible and resurfacing
A452 Kenilworth Road	
Severance	Zebra crossing at footpath (by the White Horse pub) to link to Meeting House Lane Park and Lant Trust Playing Field or uncontrolled crossing by providing a 3-metre refuge island within the area of hatching
Footpath is sub-standard	Resurface footpath, improve lighting and remove vegetation
Meeting House Lane	
No footway is provided on either side of the carriageway from the Berkswell and Balsall Common Tennis Club until its junction with Kelsey Lane	Resurface the existing footway along Meeting House Lane and widen where possible. Explore opportunities to provide pedestrian provision along the entire length of Meeting House Lane

6. Cycle Route Prioritisation

6.1. Introduction

As outlined within the LCWIP guidance, the key outputs of the LCWIP prioritisation process are as follows:

- Developing timescales for short, medium and long term schemes; and
- Prioritising each corridor based on a range of criteria including policy alignment, deliverability and effectiveness

The programme of improvements will divide the proposed schemes into those which should be prioritised for immediate development (top three priority cycle corridors), priority corridors which should be developed within the next two to five years and the remaining primary corridors identified within the network plan.

The prioritisation process has considered the available resources within the council and have therefore proposed that the priority cycle corridors (those that were audited) from the long term Cycle Network Plan are considered as part of the initial LCWIP prioritisation process. The remaining corridors identified within the Long Term Cycling Network Plan will be considered during future reviews of the LCWIP ranking programme.

During the prioritisation exercise, Route E was split into three separate corridors. Route E provides a connection between the town centre and UKC hub. Separating the route into three separate corridors provides an opportunity to determine the preferred route alignment between UKC hub and the town centre.

The decision to separate Route E into three separate corridors meant that nine cycle corridors were assessed. Schemes were ranked from 1-9 to identify the top three corridors to take forward for initial development in 2020. As our transport network and future growth plans evolve, there will be a need to regularly review the ranking of priority corridors. We will also need to review the LCWIP ranking based on a revised Solihull Connected expected in 2020/2021. As we continue to develop the long term Solihull Cycling Network Plan, there is the potential for new prioritised to emerge, this could include new corridors emerging from proposed developments.

The key aim of the LCWIP prioritisation process is to identify the top three priority schemes, this will enable a focus of immediate resource to develop these corridors into cycle schemes through the business case process including the development of a detailed design.

6.2. Methodology

Table 6-1 presents the criteria which has been developed to assess and prioritise the priority cycle corridors from the Solihull Cycle Network Plan. Due to the importance of the prioritisation process, it was felt that the criteria used as part of the West Midlands LCWIP should be utilised as part of the method of appraisal.

Table 6-1 - Solihull LCWIP Appraisal Framework

Prioritisation Criteria	Factors	Description
Effectiveness	Current and forecast levels of cycling along this corridor	Current cycling usage across all journey purposes on the corridor.
		Likely increase in usage for cycle journeys, based on improvement of scheme and growth factors such as housing, employment etc.
	Link to major trip generators i.e. residential developments and major trip attractors i.e. employment areas, city and town centres	The corridors link to major trip generators including current and future developments. This will include direct access and major trip generators in close proximity.
		The corridors link to major trip attractors including current and future developments. This will include direct access and major trip generators in close proximity.
Policy Alignment	Ability to achieve West Midlands Cycling Charter objective	Does the corridor through cycle infrastructure improvements have the ability to achieve a 5% mode share for cycling by 2023?
	Support Solihull Cycling and Walking Strategy	Does the scheme support the strategy priority of linking residential sites to major employment and educational sites?
	Support Solihull Emergency Active Travel Strategy i.e. support or capitalise on Tranche 1 and/or Tranche 2 schemes	Does this scheme capitalise on a Tranche 1 or 2 scheme developed? Will the scheme turn a temporary scheme into a high quality permanent route?
Safety and Environment	Addresses road safety issues	<p>Will the provision of high quality cycle infrastructure</p> <ul style="list-style-type: none"> • Address an accident hotspot • Be located on a road that experiences high traffic volume • Include improving difficult junctions/crossings for cycle users

Integration to Network	Link to existing cycle network	Does the corridor link to existing cycle network therefore supporting a continuous cycle journey.
	Improve rural/urban connectivity	Does the corridor link urban and rural communities?
	Ability to integrate into multi modal journeys	Does the corridor link to public transport, providing users an opportunity to undertake a multi-modal journey?
	Improving access/transport options in deprived communities	Does the corridor provide a link between areas of deprivation and key services?
Deliverability	Scheme feasibility/deliverability	Is the corridor feasible to deliver? Are there major constraints? Will it have a negative impact on the network?

To assess the schemes using the criteria outlined in

Table 6-1, a RAG (red, amber, green) assessment has been undertaken. The RAG assessment is an appropriate high level mechanism to assess the potential of the individual cycle schemes meeting the criteria. A RAG assessment provides a simple visual and immediate way of identifying benefits, opportunities, problem issues and major constraints. As part of the assessment, a darker green has been awarded where a scheme is able to strongly meet a specific criterion.

The RAG assessment has been undertaken using the following guidance

- **Dark Green** – cycle corridor has or will provide significant benefits and have the potential to create a significant impact/there are no foreseen issues with the cycle corridor meeting/delivering this criterion.
- **Green** – Cycle corridor has or will provide benefits and provide positive impact/cycle corridor is unlikely to have an issue meeting/delivering this criterion.
- **Amber** – Cycle corridor has the potential to provide benefits and moderate impact/cycle corridor might not be able to meet/deliver this criterion
- **Red** – Cycle corridor will provide little to no benefits and minor impact/cycle corridor is unlikely to be able to meet/deliver this criterion

Once each cycle corridor has been assessed against the criteria, a total score will be awarded. The total score will be based on the RAG assessment with each criterion marked between 1-4 (1 = Red up to 4 = Dark Green)

6.3. Priority Corridor Assessment

Table 6-2 presents the prioritised list of the nine LCWIP priority cycle corridors following the RAG assessment. Table 6-3 provides a summary of the assessment providing a rationale for the total score and identifying particularly strong/weak criterion for each corridor.

Table 6-2 - LCWIP Priority Cycle Corridors

Cycle Corridor	Total Score (max score 38)
Dickens Heath to Solihull Town Centre	33
Knowle to Solihull Town Centre	31
Castle Bromwich/Chelmsley Wood to Birmingham Airport/NEC	29
Stratford Road Corridor to Blyth Valley Business Park	27
Solihull Town Centre to UKC HUB (Damson Lane/A45)	26
Shirley to Solihull Town Centre	25
Solihull Town Centre to Birmingham Airport (via Catherine De Barnes)	25
Lode Lane Corridor	24
Solihull Town Centre to Monkspath (additional link to Cheswick Green)	23

Table 6-3 - Cycle Corridor – Assessment Summary

Cycle Corridor	Total Score	Summary of Assessment
<p>Dickens Heath to Solihull Town Centre</p>	<p>33</p>	<ul style="list-style-type: none"> • Low levels of cycling currently are found along Blossomfield Road, this is likely due to a combination of poor cycle provision, heavy traffic flows and car dominance culture. • Blossomfield Road has been identified as a high propensity corridor for cycling. Solihull Railway Station and Solihull College are two major trip attractors along this corridor. Solihull Town Centre is in close proximity to large residential areas therefore, high quality cycle provision is likely to encourage a modal shift. • This route strongly supports the Solihull Cycling and Walking Strategy. This corridor provides a direct link to major employment and education sites, high quality cycle provision will enable commuter and educational journeys to be undertaken by cycling. • This corridor has been included as a pop up cycle lane under Tranche 2 scheme. This LCWIP scheme would further enhance the pop up cycle lane ensuring a high quality permanent solution is provided. • The scheme has the potential to improve connections between the rural south) of Solihull to Solihull Town Centre. • Blossomfield Road provides a direct link to Solihull Railway Station.
<p>Knowle to Solihull Town Centre</p>	<p>31</p>	<ul style="list-style-type: none"> • Currently the corridor has low levels of cycling (although one of the more well used for cycling) this is likely due to a combination of inadequate cycle provision, high levels of car ownership and high traffic flow along Warwick Road • The PCT analysis has indicated a high propensity for cycling along this corridor. • The corridor links key residential settlements in the rural east of the Borough to the town centre, Warwick Road is a key strategic corridor. • Cycle users are present during the day along this corridor with minimal cycle provision provided, the introduction of high quality cycle infrastructure is anticipated to increase the use of cycling. • The corridor has been identified as a pop of cycle lane for Tranche 2 of the Emergency Active Travel Programme. The pop up cycle lane will be an ideal opportunity to trial a light segregated cycle route prior to the implementation of a more permanent solution delivered as part of this scheme. • Currently an advisory cycle lane is present along a section of Warwick Road, to improve safety concerns, it is imperative that a high quality segregated route is

		<p>provided to separate cycle users from motorised vehicles</p> <ul style="list-style-type: none"> Multi modal journeys will be improved by this scheme, journeys to Solihull Railway Station and Dorridge Railway Station are likely to improve following the implementation of this scheme.
<p>Castle Bromwich/Chelmsley Wood to Birmingham Airport/NEC</p>	<p>29</p>	<ul style="list-style-type: none"> Currently low levels of cycling are found along this corridor. Low-mid quality cycle provision is provided as part of the North Solihull Cycle Network, a variety of cycle provision is provided include shared use and advisory cycle lanes. Lack of high quality provision between Chelmsley Wood and Castle Bromwich to UKC Hub is likely resulting in the low levels of cycling. Improved cycle provision could increase the number of local journeys being undertaken by cycling. Improved link to Birmingham Airport could see a rise in commuter journeys being undertaken by cycling. PCT data indicates a potential increase in modal share for cycling however, the propensity for cycling in this area of Solihull is not as high as corridors connecting to the Town Centre. The scheme has the potential to deliver on the 5% modal share for cycling, particularly if a targeted enabling/behavioural change programme works with targeted groups. This scheme would support communities which have higher levels of non-car ownership, this would support the integrated transport network outlined in the West Midlands Cycle Charter. This scheme would support the Solihull Cycling and Walking Strategy by supporting areas of deprivation with increased transport options, particularly to an area of significant employment opportunities. The scheme would support areas of deprivation by improving the range of transport options available, particularly those who do not have access to a car. The scheme would support connections to Birmingham International Railway Station, improving access to key services including educational, employment and retail. Due to the location of this corridor, limited space is available. A452 Chester Road has cycle infrastructure which can be improved. Coleshill Heath Road is currently part of the Wildlife Ways Programme where a shared use path is to be provided.

<p>Stratford Road Corridor to Blyth Valley Business Park</p>	<p>27</p>	<ul style="list-style-type: none"> • Low levels of cycling currently, possibly due to a combination of poor cycle provision, heavy volumes of traffic and car dominance • Stratford Road has significant trip generators due to large residential areas in close proximity to the corridor. • A number of trip attractors are present including Shirley High Street and retail parks. Due to the number of short distance journeys possible along this corridor, there is a fairly high propensity for cycling. The PCT indicates that a 5% modal shift could be achieved. • The Stratford Road corridor was identified as a West Midlands LCWIP route therefore this scheme meets regional aspirations as well as local. • Tranche 1 of the Emergency Active Travel includes improved active travel provision within Shirley High Street, this scheme has the potential to improve the temporary scheme significantly. • Stratford Road is one of the busiest corridors found within the Borough. Heavy traffic volumes is one of the major deterrents to cycling. A segregated cycle track on Stratford Road corridor would likely resolve safety/perceived safety issues and make cycling a much more convenient and attractive option along the corridor. • Possible that the Stratford Road could be used as part of a journey to Shirley Railway Station. Potential to improve multi modal journeys between bus/cycling. • Scheme is likely to face several constraints along Stratford Road and reallocation of road space is likely to be required to allow for segregated cycle route along the entirety of the corridor.
<p>Solihull Town Centre to UKC HUB (Damson Lane/A45)</p>	<p>26</p>	<ul style="list-style-type: none"> • Low levels of cycling are currently found along this corridor, this is likely due to a combination of poor cycle provision, heavy traffic flows (particularly along the A45) • There is the potential for significant modal shift along this corridor with the potential for residential areas along Damson Lane to connect to Solihull Town Centre and UKC Hub area. This corridor would likely be the most preferable connection between Solihull and UKC Hub for Cycle users • The PCT analysis indicates that this corridor has the potential to support the West Midlands Cycle Charter mode share of 5% for cycling. • This corridor supports the Cycling and Walking Strategy by connecting major residential areas to a number of major trip attractors within the Borough. • Currently limited cycle provision is provided along this corridor with Damson Lane and A45 potential deterrents for novice cycle users/considering cycling due to heavy traffic flow and complicated junctions. Improved cycle provision along this corridor would have significant

		<p>safety benefits including segregating cyclists from motorised users.</p> <ul style="list-style-type: none"> • Scheme has the potential to improve access to Birmingham International Railway Station and Solihull Railway Station.
Shirley to Solihull Town Centre	25	<ul style="list-style-type: none"> • Low levels of cycling currently exist likely due to a combination of low quality cycle provision, heavy traffic flows along corridor and high car dominance culture. • Corridor connects Solihull Town Centre, Shirley High Street and Shirley Railway Station, a number of major trip attractors which are connected by large residential areas. The PCT indicated a potential modal share of around 5%. • The corridor links a number of major trip attractors including employment areas such as the Town Centre, this corridor has the potential to be a significant commuter corridor and therefore supports the Cycling and Walking Strategy. • This corridor connects to Shirley High Street which is part of the Tranche 1 Emergency Package. This LCWIP route would seek to capitalise on local residents who have altered their travel patterns for short distance journeys. • Small sections of cycle provision are found along this corridor including improvements to Streetsbrook Road as part of Wildlife Ways programme. • Scheme would utilise a number of local roads where limited space is available, likely that cycle users would use the existing carriageway rather than dedicated cycle infrastructure. • Scheme provides improved access to Shirley Railway Station and Solihull Railway Station
Solihull Town Centre to Birmingham Airport (via Catherine De Barnes)	25	<ul style="list-style-type: none"> • Low levels of cycling are currently present along this corridor. Cycle users are seen along Catherine De Barnes Lane, this is predominantly for leisure journeys. • The lack of a consistent high quality cycle route between Solihull Town Centre and Birmingham Airport along this corridor is likely to impact on usage • Scheme has the potential to see a 5% modal share for cycling along this corridor but this would be a best case scenario and a number of constraints would need to be overcome to deliver a high quality cycle route that would encourage potential cycle users. • There is potential for this corridor to be a useful option for commuters to travel into Solihull along Hampton Lane or for commuters/leisure users to travel along Catherine De Barnes to UKC Hub. The corridor therefore supports the strategy objective of linking residential areas to major employment areas.

		<ul style="list-style-type: none"> • Catherine De Barnes Lane and Hampton Lane experience heavy traffic flows particularly during peak periods, this scheme would seek to ensure that cycle users are segregated from motorised vehicles where possible. • Shared use provision is present along Catherine De Barnes Lane, this scheme will seek to improve this provision whilst identifying improvements along Hampton Lane and access into the town centre and UKC hub. • This scheme would improve connections between urban and rural locations. • Constraints are present along this corridor, particularly within Catherine De Barnes where severe space constraints limit the potential for a high quality cycle route.
<p>Lode Lane Corridor</p>	<p>24</p>	<ul style="list-style-type: none"> • Lode Lane currently has low levels of cycling, this is likely due to a combination of low quality cycle provision, high traffic flows and car dominance culture across the borough • Lode Lane has a number of the biggest trip attractors found within the borough located along this corridor. JLR and Solihull Hospital are major employers and Solihull Town Centre is a major trip attractor for local residents. • The PCT analysis indicates a potential mode share of approximately 5% is achievable. • Lode Lane is a key strategic corridor into the Town Centre. The corridor experiences high traffic volume particularly in peak periods. This LCWIP route would seek to provide segregation for cycle users and reduce potential conflicts with motorised vehicles. • Shared use provision is provided on sections of Lode Lane, this scheme will improve cycle provision by replacing the shared use provision with a continuous form of segregation for cycle users. • The scheme has potential to improve the journey to Solihull Railway Station however, the scheme would not improve the entire journey for cycle users. • The implementation of SPRINT along this corridor has the potential to impact on the deliverability of a segregated cycle route as well as reducing the demand for active modes. • There are space constraints along this corridor, bus priority is provided along sections of Lode Lane which reduces the potential for a segregated cycle route. Whilst segregation is achievable along this corridor, reallocation of road space would need to be considered.
		<ul style="list-style-type: none"> • Corridor has low levels of cycling currently, this is likely due to inadequate cycle provision and culture of high car usage in the town centre.

**Solihull Town Centre
to Monkspath
(additional link to
Cheswick Green)**

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- Improved cycle provision has the potential to increase cycle usage along this corridor due to close proximity to the town centre. The PCT suggests that a modal increase of 5% is possible if high quality infrastructure is provided
- Cycle provision is already provided to some degree along this corridor through the Wildlife Ways programme therefore, a route is provided which reduces conflict with motorised users. This scheme however is not a dedicated cycle route.
- A high quality cycle route could capitalise on the improved cycle provision developed through the Wildlife Ways Programme. The WW Programme has identified that sufficient space is available to provide segregated provision. An LCWIP route along this corridor could improve the WW route or utilise the space provided by WW to upgrade to segregated walking and cycling infrastructure.
- Scheme could provide a link to Cheswick Green and rural properties in close proximity
- The corridor can provide an improved journey to Solihull Railway Station and Widney Manor however, improved cycle provision would not cover the entire journey.
- Due to the recent improvements to cycle provision along this corridor, priority should focus on areas with high propensity and no existing cycle provision.

7. Integration and Application

7.1. Embedding into Local Policy

The Solihull LCWIP is a key delivery output of the recently adopted Solihull MBC Cycling and Walking Strategy. A key objective of the strategy is to improve cycling and walking provision within the borough. This LCWIP provides the framework to improve provision through the development of a long term cycling network plan and core walking zones.

In terms of integrating and applying the LCWIP within the council, the three key tasks are as follows:

- Integrating the LCWIP into Solihull Local Plan and Solihull Connected;
- Using the LCWIP findings to prepare and submit funding bids, strategies and delivery plans; and
- Reviewing and updating the LCWIP based on developments within the borough including new housing and residential proposals, updates to transport legislation (e.g. use of E-scooters) and proposed transport infrastructure

It is imperative that a clear link is identified between the LCWIP and local strategic documents. The LCWIP will help identify schemes which can support policies outlined in the Solihull Local Plan, Solihull Connected and the Cycling and Walking Strategy. Table 7-1 outlines how the LCWIP can support such strategic documents.

Table 7-1 - LCWIP Integration and Application

Policy Document	How Can the LCWIP support?
Solihull Local Plan	<p>The LCWIP through the identification of a long term cycle network plan and CWZs, can help identify the active travel provision required to support new developments. The LCWIP has considered proposed developments as part of the cycle network plan to ensure developments are linked to key trip attractors.</p> <p>The LCWIP will be reviewed every 2 years to ensure that as new developments are proposed, cycling and walking links are considered at the planning stage.</p>
Solihull Connected	<p>Over the coming months, a revised Solihull Connected will be developed to acknowledge the change in travel habits and requirements for a more sustainable transport approach for the borough.</p> <p>Cycling and walking will be seen as vital modes of travel to create a cleaner and more active transport network. To deliver a modal shift to active travel to support greener</p>

	transport policy, the LCWIP has identified a phased approach to deliver improved active travel provision.
Solihull Cycling and Walking Strategy	<p>The Cycling and Walking Strategy provides the strategic framework for increasing cycle and walking journeys in the borough. The strategy covers a wide variety of topics including improved infrastructure, promotional campaigns, sustainable developments and behavioural change programmes.</p> <p>The LCWIP will support the successful implementation of the strategy through the development of the long term cycling network plan and CWZs. The LCWIP has identified a number of corridors and zones where improvements can be delivered to enable a modal shift to cycling and walking.</p>

7.2. Funding Opportunities

Attaining appropriate funding levels is a critical component of planning for cycling and walking infrastructure. Public expectations of cycling and walking infrastructure continue to mount with active travel seen as key component in the COVID-19 recovery and climate change. It is becoming increasingly necessary for local governments to implement sustained funding for cycling and Walking.

In May 2020, the DfT announced a £2bn package for cycling and walking. This significant pot of dedicated active travel funding will support the delivery of schemes identified by LCWIPs across the country. An updated Cycling and Walking Investment Strategy will be launched by the Prime Minister in the summer, the Prime Minister has stated that post COVID-19 will see a ‘Golden Age for Cycling’

Further measures are outlined below to transform cycling and walking to deliver the government’s aims to double cycling and increase walking by 2025. It is imperative that the Solihull LCWIP is integrated into local policy to capitalise on increased active travel investment

The measures outlined by the DfT include:

- The creation of a national cycling and walking commissioner and inspectorate
- Higher standards for permanent infrastructure across England
- Getting GPs to prescribe cycling and exercise
- Creating a long-term budget for cycling and walking similar to what happens for roads

Funding opportunities through a variety of avenues will continue to exist, the development of the Solihull Cycling Network Plan and CWZs ensures a strategic approach can be applied to delivering improved cycling and walking provision. Through the LCWIP, we are able to identify funding opportunities that are closely aligned to our proposed schemes. It is important that our LCWIP is not tailored or revised to match funder requirements.

Funding opportunities to explore include:

- **Department for Transport Funding** – Opportunity to attract long term investment through the Department for Transport £2bn Cycling and Walking Programme.
- **Incorporating cycling and walking infrastructure into other works programmes** – Cycling and walking infrastructure, relative to other infrastructure items, is not necessarily expensive and can often be readily incorporated into other works.
- **Developer funded schemes/agreements (such as S106)** – Opportunity to use future developments (regardless of scale) to implement high quality cycling and walking infrastructure within new developments. S106 agreements could be utilised to encourage improvements to existing and proposed offsite improvements.
- **Funding through Local Economic Partnerships (LEP)** – The Solihull LCWIP is an opportunity to promote the regional and local benefits of cycling and walking to the Greater Birmingham and Solihull LEP.
- **Integrated Transport Block.**
- **West Midlands Combined Authority Funding**

7.3. Rural Network

The Solihull LCWIP has focused on primary corridors where we anticipate the highest propensity for cycling, this approach is consistent with the DfT LCWIP guidance and will ensure we are well placed to react to new cycling and walking funding. Whilst the initial focus has been on the urban environment, it is important to note that active travel has an important role to play in rural connectivity.

As presented in the Network Planning for Cycling chapter, a number of secondary cycle corridors have been identified. During public consultation, we will engage with local residents to identify further improvements to the Solihull Cycle Network including secondary corridors to improve rural connectivity.

7.4. Next Steps

As part of the LCWIP prioritisation process, the following three primary cycle corridors were identified as the short term priorities for implementation

Priority Corridor 1 – Dickens Heath to Solihull Town Centre

Priority Corridor 2 – Knowle to Solihull Town Centre

Priority Corridor 3 – Castle Bromwich/Chelmsley Wood to UKC Hub Area

For the priority corridors outlined above, we will begin the business case and detailed design process (dependant on funding being secured). The business case process will provide the rationale for the project and to determine the schemes overall value for money. Cycling and walking schemes are generally acknowledged to be good value for money. The business case process is an important stage in the overall implementation of a scheme.

We will continue to monitor future developments within the borough, proposed transport infrastructure and funding avenues to identify opportunities to provide quick win cycling provision outside of the primary corridors identified within the Solihull Cycling Network Plan. As mentioned in section 7.3, we will continue to analyse rural connectivity to develop secondary corridors/rural cycling and walking links.

The findings of the walking audits undertaken within the CWZs will be used to determine possible pedestrian improvements within major transport infrastructure projects, upcoming town centre developments and housing and residential proposals currently under consideration within the Solihull Local Plan

Appendix A – Concept Options

Chelmsley Wood Concept Design



Warwick Road Concept Design



Blossomfield Road Concept Design

