

Solihull - Emerging Core Strategy

Development Site Appraisal

July 2012
Solihull Metropolitan Borough Council

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Solihull Metropolitan Borough Council

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Issue and revision record

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C	November 2011	Richard Cusworth Paresh Shingadia	Oliver Hague	Paresh Shingadia	Final Draft incorporating client feedback
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1. Introduction

The following report has been produced to assist Solihull Metropolitan Borough Council (SMBC) in producing an evidence based approach to assessing the high level feasibility of housing and employment sites as set out in their emerging Local Development Framework (LDF) Core Strategy document.

The emerging Core Strategy sets out SMBC's aspirations for development growth in the Borough to 2026. In this regard Mott MacDonald was initially commissioned jointly by SMBC and the Highways Agency (HA) to produce the existing transport evidence base and undertake high level transportation modelling using the West Midlands Policy Responsive Integrated Strategic Model (PRISM).

The first stage of work (transportation evidence base) detailed the existing transportation issues facing the Borough from historical growth taking into account the development and employment growth that has taken place in surrounding metropolitan areas and further afield. It reported on known transportation problems, drawing together a wide literature review of the impacts, particularly on the M42 corridor. It is imperative to note that impacts from growth do not stop at the metropolitan boundary. These factors need to be considered as part of the overall impacts of growth in the Borough moving forward with a funding package geared at providing a Community Infrastructure Levy (CIL).

PRISM was used during Stage 2 in order to assess the impact from the Core Strategy growth proposals, with particular emphasis on impacts forecasted on the M42 corridor. This element of the study reported on high level congestion hotspots across the Borough again with a particular emphasis on the M42 corridor.

The third stage assessed the impacts of the Core Strategy on three junctions on the M42, providing detailed junction models and assessments. It also provided a narrative on what the implications could be and when junctions are likely to become congested.

This stage is geared at assessing the high level transportation feasibility of housing and employment sites in the Borough. Detailed site visits were undertaken for each of the draft allocations, drawing together the transportation feasibility of the site and next steps. The methodology set out below is based on the Department for Transport (DfT) '*Guidance on Transport Assessments*'. In this regard, this study includes desk top analysis for the sites identified in the emerging Core Strategy Consultation Document. Taking these site constraints and opportunities into account the report then provides high level measures that need to be assessed in greater detail to ensure that these sites are deliverable. This is described in greater detail in Chapter 3.

2. Site Assessment

2.1 Site Appraisal Stage

The first step of the process in assessing the transportation impacts associated with each site was to undertake a detailed site visit, complemented by desk top research. The land use categories for the sites, and their unit of size, were provided by SMBC, as detailed below:

- C3 dwelling houses (units)
- B1 business (area in hectares)
- B2 general industrial (area in hectares)
- B8 storage or distribution (area in hectares).

The housing and employment sites are summarised in Tables 2.1 and 2.2 respectively.

Table 2.1: Housing Allocation Sites

Ref	Site	Estimated dwellings
URBAN		
1	Land off Winchester Drive	75
2a	Cole Valley sites	590
2b	Solihull Town Centre	950
4	Powergen, Shirley	130
5	Chelmsley Lane / Coleshill Road (Marston Green)	80
7	Aqueduct Road, Solihull Lodge	300
RURAL		
8	Braggs Farm / Brickiln Farm (Dickens Heath)	65
9	Griffin Lane	50
10	Riddings Hill, Balsall Common	65
11	Four Ashes Road, Bentley Heath	150
12	Middlefield, Knowle	115
13	Hampton Road, Knowle	100
14	Land between Kenilworth Road/Windmill Lane, Balsall Common	45
15	Land fronting Kenilworth Road, Balsall Common	110
16	Land at Mount Dairy Farm, Cheswick Green	200
17	Peel Close, Hampton in Arden	5
18	Land at Diddington Lane	40
19	Land off Meriden Road	110
20	Land at Marsh Lane	10
21	Land off Stratford Road, Hockley Heath	20
22	Meriden Caravan Storage, Meriden	40
23	Stratford Road, Shirley	600
25	Tythe Barn Lane	150
26	Cleobury Lane	185

Source: Solihull Emerging Core Strategy Consultation

Table 2.2: Employment Allocation Sites

Ref	Site	Estimated land to come forward (ha)	Proposed Use Class
1	TRW Stratford Road, Shirley	18.5	B1
2	Solihull Business Park	7.0	B1/B2/B8
3	The Fore Business Park Site A34, Stratford Road Monkspath	2.0	B1
4	Land North of Clock Interchange A45	2.0	B1
5	Land at Bickenhill Lane, adjacent to NEC	4.0	B1/B2/B8
6	Land adjacent to Birmingham Business Park	9.3	B1/B8
7	Land at Bickenhill, North of Blackfirs Lane	8.5	B1

Source: Solihull Emerging Core Strategy Consultation Document

Site visits were undertaken on the 7th and 8th June 2011 and on 1st November 2011. We produced a detailed pro-forma for each site. Details noted to assess each site for key characteristics include:

- Highway environment – traffic conditions, footways, cycleways, etc
- Constraints – 3rd party land issues, vertical / horizontal alignment issues and environmental issues as they relate to transportation
- Opportunities – existing access points, cycleways / footways, public transport, etc
- Detailed observations – speed limits, visibility splays, lighting and congestion issues, etc
- Public transport – interchange, bus routes, quality of PT infrastructure
- Car parking – on street issues, capacity, illegal parking.

The above site observations have been supplemented by further desktop research using SPECTRUM¹. The SPECTRUM system was interrogated to ascertain any traffic survey data that may be available and to determine the number of accidents within the area of each site in the last three years. The pro-formas can be found in Appendix A for the housing and employment allocation sites.

2.2 Site Recommendations

The level of transport assessment recommended from the high level site visits and desk top research for each site is stated in Table 2.3. The level of transport assessment is summarised below:

- Transport Assessment (TA)
- Transport Statement (TS)
- Letter of Comfort (LoC).

A LoC applies to sites where there is unlikely to be a material impact on the surrounding transport network. These are generally sites with very small increases in housing number or those with extant consents. Where sites have relatively small transport implications, a TS will be required. Where the development has significant transport implications, a TA will be required. Although the size of the development is a key determinate of whether a LoC, TS or TA is required, there are other factors which could affect the level of assessment required, for example road safety concerns.

¹ SPECTRUM is a web-based traffic and transportation geographical information system (GIS) managed and developed by Mott MacDonald and is available to authorised users throughout the West Midlands local authorities¹. Users can access traffic surveys, traffic accident, congestion, census and planning datasets through a flexible map-based interface.

It should be noted that the initial level of assessment recommended by Mott MacDonald in Table 2.3 has changed following the workshop session held with stakeholders (as outlined in Chapter 3).

Table 2.3: Initial Recommendation for Level of Assessment

Ref	Site	Use Class	Size	Assessment
Housing Allocation Sites:				
1	Land off Winchester Drive	C3	75	TS
2a	Cole Valley Sites	C3	590	TS / TA
2b	Solihull Town Centre	C3	950	TS / TA
4	Powergen, Shirley	C3	130	TA
5	Chelmsley Lane, Coleshill Road, Marston Green	C3	80	TA
7	Aqueduct Road, Solihull Lodge	C3	300	TA
8	Braggs Farm/Brickiln Farm, Dickens Heath	C3	65	TS
9	Griffin Lane, Dickens Heath	C3	50	LoC
10	Riddings Hill, Balsall Common	C3	65	LoC
11	Four Ashes Road, Bentley Heath	C3	150	TA
12	Middlefield, Knowle	C3	115	TS
13	Hampton Road, Knowle	C3	100	TA
14	Land between Kenilworth Road/Windmill Lane, Balsall Common	C3	45	TS
15	Land fronting Kenilworth Road, Balsall Common	C3	110	TA
16	Land at Mount Dairy Farm, Cheswick Green	C3	200	TA
17	Peel Close, Hampton in Arden	C3	5	LoC
18	Land at Diddington Lane	C3	40	TS
19	Land off Meriden Road	C3	110	TA
20	Land at Marsh Lane	C3	10	LoC
21	Land off Stratford Road, Hockley Heath	C3	20	LoC
22	Meriden Caravan Storage, Meriden	C3	40	TS
23	Stratford Road, Shirley	C3	600	TA
25	Tythe Barn Lane	C3	150	TA
26	Cleobury Lane	C3	185	TA
Employment Allocation Sites:				
1	TRW Stratford Road, Shirley	B1	18.5	TA
2	Solihull Business Park, Highlands Road, Shirley	B1/B2/B8	7.0	TS
3	Fore Business Site, A34, Stratford Road, Monkspath (Adjacent M42 J4)	B1	2.0	TS
4	Land North of Clock Interchange, A45, Coventry Road, Bickenhill	B1	2.0	TS
5	Land at Bickenhill Lane, Bickenhill, adjacent NEC	B1/B2/B8	4.0	TA
6	Land adjacent Birmingham Business Park, Chester Road, Bickenhill	B1/B8	9.3	TA
7	Land at Bickenhill, North of Blackfirs Lane	B1	8.5	TA

3. Workshop

A stakeholder workshop was held on Thursday, 3 November 2011. The workshop assessed each of the proposed Solihull Core Strategy sites on a site by site basis from the detailed information collected and local knowledge and expertise.

The following people attended the workshop:

Workshop Members

▪ Dave Strang	Solihull MBC	Transport
▪ Emily Walsh	Solihull MBC	Transport
▪ Walter Bailey	Solihull MBC	Transport
▪ David Lechmere	Solihull MBC	Traffic
▪ Rachael Batts	Solihull MBC	Planning
▪ Sean Nethercott	Centro	Planning
▪ Carl Beet	Centro	Operations
▪ Paresh Shingadia	Mott MacDonald	Development Planning
▪ Richard Cusworth	Mott MacDonald	Development Planning
▪ Mat Taylor	Mott MacDonald	Quantity Surveyor
▪ Steve Reeves	Mott MacDonald	Highway Engineer

The data listed below was used in the workshop to provide additional information and help assess each site.

The following data was utilised:

- Site visit notes
- AM and PM peak traffic model (PRISM) zone flow data for each site
- AM & PM peak PRISM traffic flows for the immediate surrounds of each site
- AM & PM peak PRISM traffic flows for the strategic highway network
- AM & PM peak congestion delay data from SPECTRUM
- AM & PM peak congestion speed data from SPECTRUM

The data enabled the workshop members to, in conjunction with local knowledge, understand the traffic flows and congestion in close proximity of each site and make informed decisions on the suitability of bringing forward each site.

The workshop assessment criteria used for each site is as follows:

- **Opportunities** to link into the local pedestrian, cycle, highway network and local facilities
- **Constraints** – existing congestion problems or problems with access, severance or accessibility
- **Impacts** on the local and strategic highway from the proposed development
- **Phasing** – Solihull phasing brackets (2011- 2018, 2018 – 2023 and 2023 – 2028)
- **Potential mitigation** – including highway works, pedestrian and cycle improvements and public transport contributions
- **Site grouping** where sites are likely to have a cumulative impact on the local surrounds they were grouped together for a cumulative assessment.

The assessment data was then summarised and cost bandings for potential mitigation and next steps were derived as detailed in Table 3.1.

Table 3.1: Assessment Criteria

Impact	Quantum of Impact Cost Banding	Next Steps
High level impact – major mitigation required or undeliverable in transportation terms. Significant impacts on sustainability, efficiency or safety.	>£250,000	Full Transportation Assessment
Medium impact – Deliverable if some mitigation undertaken, key issues relating to junction, cycling walking or public transport.	£150,000 - £250,000	Transport Assessment detailing key transport concerns
Low impact – Largely in line with policy and does not have any serious impacts. Likely to be small / medium (< 50 houses) extensions to existing housing sites or where there are extant uses already in place.	£50,000 - £150,000	Transport Statement
No impact – The development of the site is too small to create an impact or has extant permissions which could have a greater impact. Site will be highly sustainable and access to walking and cycling facilities in close proximity.	<£50,000	Letter of Comfort

The workshop focused on each site's transportation opportunities and constraints associated with bringing the site forward for development. A systematic approach was taken to assessing each site (based on both qualitative, including safety concerns, and quantitative data, including number of units or size of development).

Each site was assessed against the backdrop of deliverability and focused on what level of mitigation may be required. It should be noted that there maybe other factors, such as topography, flood risk and contaminated land issues, which may affect deliverability of these sites. These aspects have not been considered as part of this assessment.

The completed spreadsheet assessment from the workshop is included in Appendix B. The recommendations for the level of assessment changed as a result of further information being provided at the workshop by key stakeholders.

4. Summary and next steps

At the workshop, each of the sites was considered from a qualitative and quantitative perspective. This included sites that are considered to be easy to deliver (for example those that have extant or committed uses or are small in scale and density) and sites that will have cumulative impacts due to their close proximity (whilst they could be delivered individually, together may have an increased impact on the local transport network). Also considered was the level of financial contributions that could be obtained collectively to make a step change in sustainable travel modes, i.e. Dickens Heath.

Larger or more complicated sites were also considered, looking specifically at the opportunities and constraints, as well as potential impacts. The phasing was also considered in detail to ensure that the first five year trajectory for housing sites is deliverable (the assumption being that the sites that fall into the 2011 – 2018 phase need to be at a greater 'state of readiness' than those forecasted to fall into the 2018 + phase).

Based on all of these factors (as reported in Appendix B), a summary of potential mitigation measures and the site's financial ability to provide contributions to a potential CIL was created.

The next steps will be to assess each of the larger sites, Solihull Town Centre for example, using detailed modelling and analysis to confirm the precise mitigation packages required to deliver individual sites or clusters. These will then inform a deliverable and detailed Infrastructure Delivery Plan and CIL strategy.

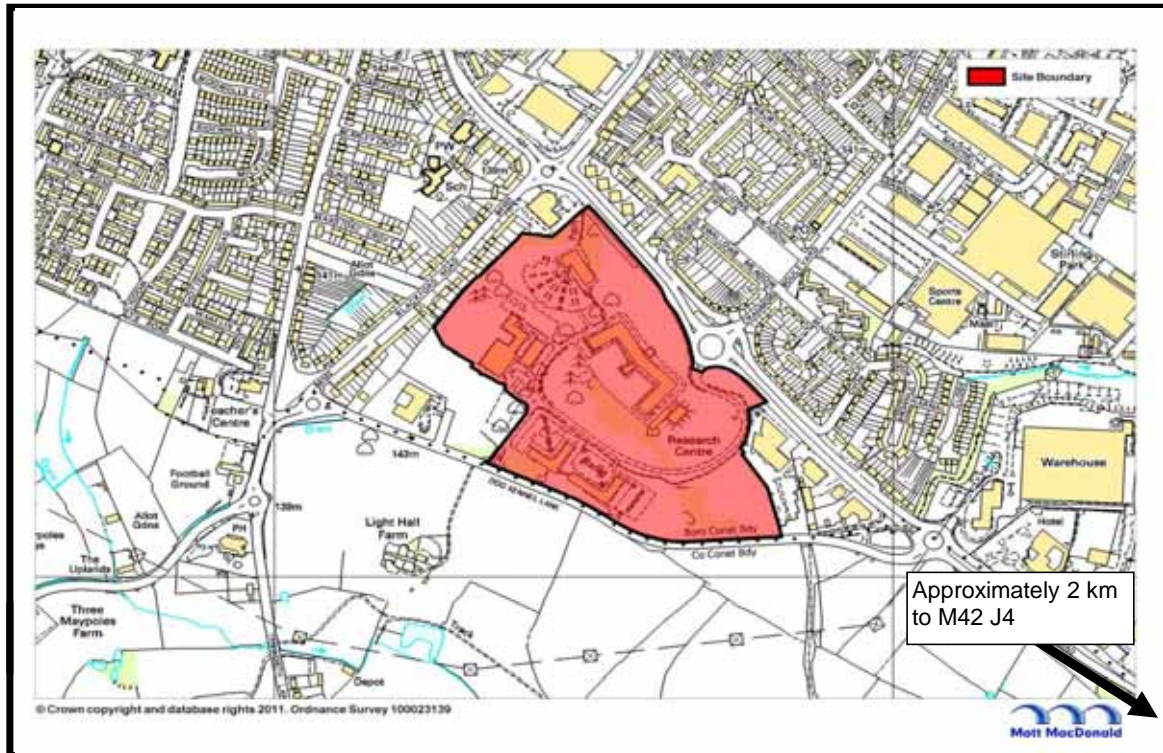
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Appendix A. Housing and Employment Allocation Site Pro-formas

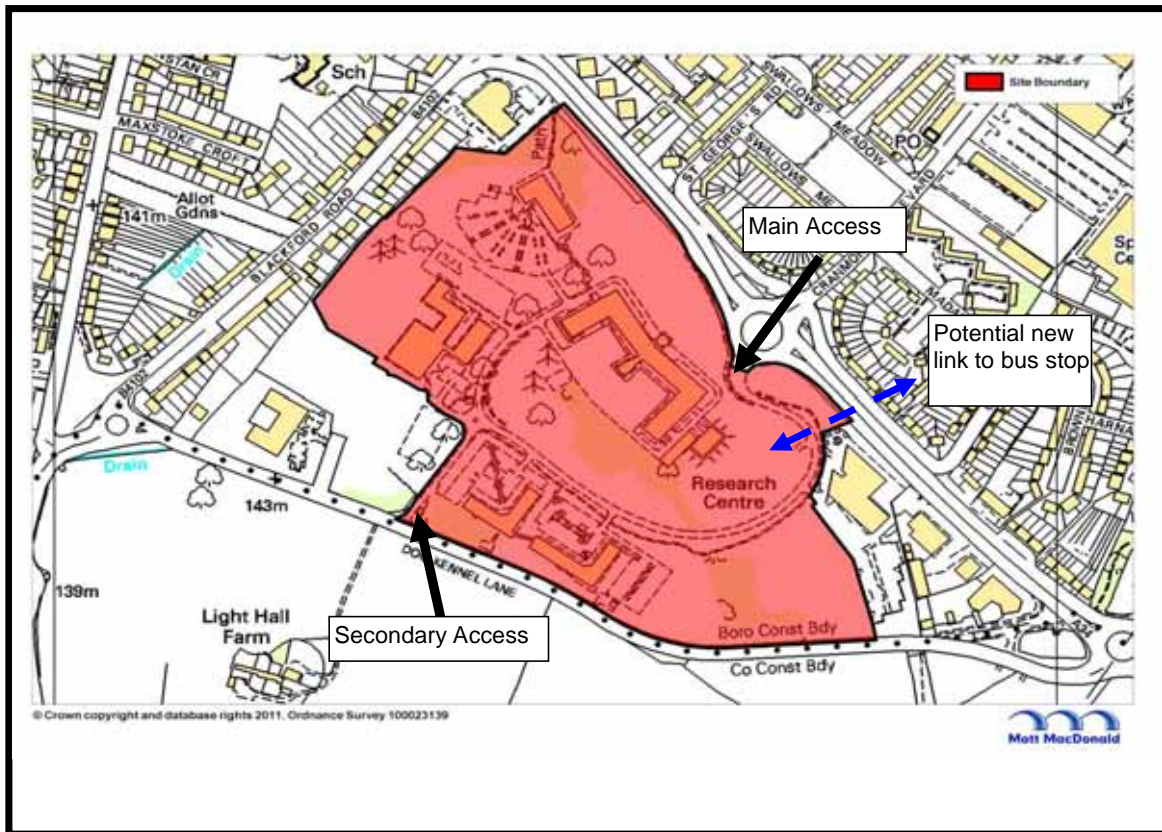
Site:
Reference Number: *E1*
Name: *TRW Stratford Road, Shirley*
Development Details: *Employment*
Date of Site Visit: *7th June 2011*
Time of Site Visit: *15:30*
Weather Conditions: *Dry, bright*
Postcode: *B90 4BT*

Strategic Location:



Located on the Stratford Road (A34).
 Approximately 2 miles north west from the M42 Junction 4.
 Approximately 3.5 miles from Solihull Town Centre.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

The A34 Stratford Road is a busy radial route connecting with the M42. There is both anecdotal and hard evidence indicating high levels of congestion in the peak periods along stretches of the A34 Stratford Road. Dog Kennel Lane is a local distributor road with a secondary access into the site. Dog Kennel Lane is reasonably lightly trafficked, mostly consisting of site traffic and local village traffic, most notably to Dickens Heath.

Footways / Cycleways / Verges:

2.5m footways and 3m grass verges are situated along the full extent of the A34 within the proximity of the existing site access.

Footpaths / Cyclepaths / Rights of Way:

There are wide shared use pedestrian and cycle surfaces along the eastside of Stratford Road. Existing crossing facilities exist to the north west of the A34/Site Access/Cranmore Boulevard roundabout. A narrow footway runs along the northern edge of Dog Kennel Lane.

Traffic Calming / Management Devices / Road Safety:

There are a series of 40mph speed cameras along the Stratford Road in close proximity to the TRW site. There is traffic calming (speed humps) on the internal distributor road.

Total Accidents	18	Total Casualties	21
Severity		Classification	
Fatal	0 (0%)	Driver	17 (81%)
Serious	2 (11.1%)	Passenger	4 (19%)
Slight	16 (88.9%)	Pedestrian	0 (0%)

Constraints:

Vertical / Horizontal Alignment:

No issues were observed with vertical or horizontal alignment.

3rd Party Land:

No issues were identified.

Environmental Issues (trees, hedgerows, walls, etc):

There are hedgerows along Dog Kennel Lane. They do not affect visibility into / out of the site. There were no issues with the roundabout access onto the A34.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

Existing access points are adequate. ARCADY / PICADY traffic capacity assessment required to assess capacity.

Cycleways / Footways:

A potential new pedestrian crossing across A34 could be located approximately 250 metres to the south east of the roundabout with Cranmore Boulevard. This will improve pedestrian access to the bus stops located in this area. It would require a new footway on the south west side of the A34 to link the crossing with the site access.

Railway Stations and / or Bus Stops (and routes):

513 - Norton Lindsey - Solihull	31A - Birmingham - Shirley (terminates at site)
S9 - Solihull - Blythe Valley Business Park	5 - Birmingham - Solihull
X20 - Birmingham - Stratford	5A - Birmingham - Solihull
519 - Solihull - Redditch	

Access to the Strategic Highway Network:

Good access to strategic highway network with direct access to the A34 and close proximity to the M42 Junction 4.

Proximity to Local Amenities:

This is not applicable to this site.

Detailed Observations:

<p>Speed Limits: 40mph on Stratford Road. 40mph on Dog Kennel Lane.</p>
<p>Visibility (existing): No visibility issue with existing access points.</p>
<p>Existing Speed Issues: No speed issues on Stratford Road. Speeds observed as appearing above the 40mph limit on Dog Kennel Lane.</p>
<p>HGV Content: High HGV content on A34 Stratford Road. Low content on Dog Kennel Lane.</p>
<p>Congestion: None observed at the time of the visit. However, congestion is likely in the peak time periods.</p>
<p>Lighting: The A34 and Dog Kennel Lane are lit.</p>

Public Transport:

<p>Interchange: Shirley Railway Station is located approximately 1.3 miles from the site.</p>
<p>Bus Routes (service numbers / frequencies): 513 (infrequent), S9 (half hourly), X20 (hourly), 519 (infrequent), 31A (half hourly), 5 (every 20 minutes), 5A (infrequent)</p>
<p>Quality of Bus Shelters / Information: Bus shelters with timetables are provided on A34.</p>

Car Parking:

<p>On Street: No on street parking on A34 or Dog Kennel Lane. Local workers observed to park in the turning head off Dog Kennel Lane directly to the west of the A34 / Dog Kennel Lane / Friars Gate roundabout.</p>
<p>Capacity / Occupancy: No existing problems were observed.</p>
<p>Locations: Development traffic is to be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

Traffic counts on Stratford Road / Dog Kennel Road from 2010 (TCR4269)

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

Impact at site access to be demonstrated.
Linkage to the A34 bus stops could be provided.
Level of development to be quantified.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

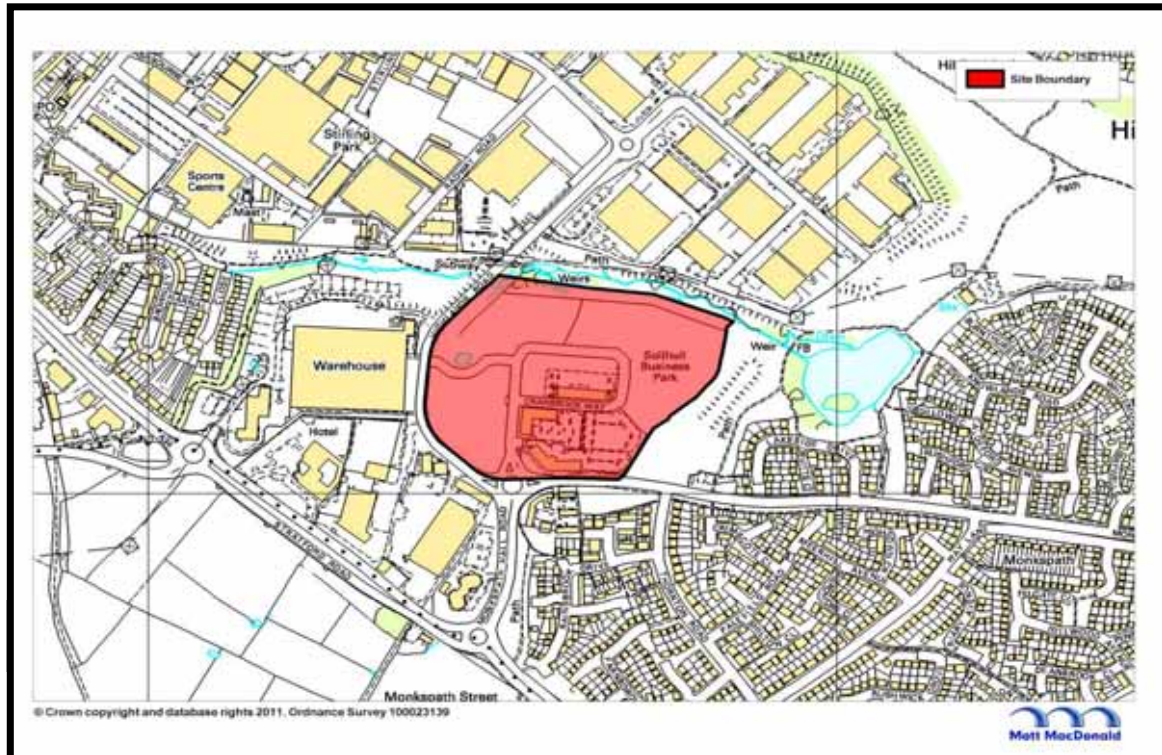
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

The TRW site is largely developed. There is full planning consent for 18.5 hectares of land use class B1.

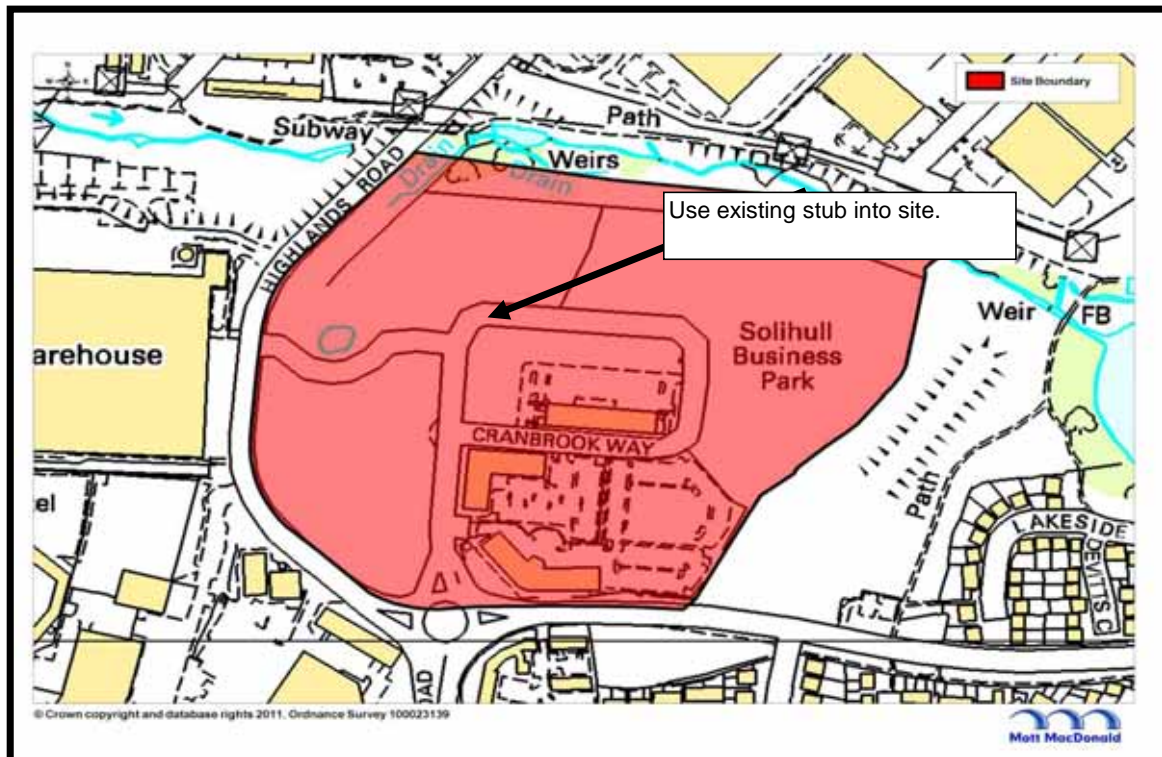
Site:
Reference Number: *E2*
Name: *Solihull Business Park, Highlands Road, Shirley*
Development Details: *Employment*
Date of Site Visit: *7th June 2011*
Time of Site Visit: *15:25*
Weather Conditions: *Dry, bright*
Postcode: *B90 4NZ*

Strategic Location:



Approximately 4 miles to Solihull Town Centre.
Approximately 1.7 miles to M42 Junction 4.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

At the time of the survey Monkspath Hall Road was lightly trafficked, but it is congested during the peak periods.

Footways / Cycleways / Verges:

Dropped kerbs, tactile paving and 2 metre wide footways are located in the vicinity of the site.

Footpaths / Cyclepaths / Rights of Way:

There is a footpath that runs parallel to the north and east of the site.

Traffic Calming / Management Devices / Road Safety:

No traffic calming present.

Total Accidents	17	Total Casualties	23
Severity		Classification	
Fatal	1 (5.9%)	Driver	12 (52.2%)
Serious	5 (29.4%)	Passenger	9 (39.1%)
Slight	11 (64.7%)	Pedestrian	2 (8.7%)

Constraints:

Vertical / Horizontal Alignment:

No issues were observed with vertical or horizontal alignment.

3rd Party Land:

No issues were identified.

Environmental Issues (trees, hedgerows, walls, etc):

No issues were identified.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were identified.

Opportunities:

Existing Access Points:

Existing access points are adequate. An ARCADY / PICADY junction assessment is required to assess capacity.

Cycleways / Footways:

The site is well connected to the surrounding pedestrian network. Footways flank the extents of Monkspath Road and the surrounding roads. Pedestrian crossing points with dropped kerbs and tactile paving are provided.

Railway Stations and / or Bus Stops (and routes):

There is sufficient access to the existing bus network with stops located directly outside the site on Highlands Road and Monkspath Road.

Access to the Strategic Highway Network:

There is good access to the strategic highway network, with direct access to the A34 and close proximity to the M42 Junction 4.

Proximity to Local Amenities:

This is not applicable to this site.

Detailed Observations:

<p>Speed Limits: 30 mph on Monkspath Road.</p>
<p>Visibility (existing): There are no visibility issues with the existing access points.</p>
<p>Existing Speed Issues: No speed issues were observed.</p>
<p>HGV Content: There are low levels of HGVs. This mainly consists of deliveries to the business park.</p>
<p>Congestion: No congestion was observed at the time of the visit. However, congestion may occur in the peak time periods.</p>
<p>Lighting: The internal site and Monkspath Road are fully lit.</p>

Public Transport:

<p>Interchange: Widney Manor Railway Station is located approximately 1 mile from the site.</p>
<p>Bus Routes (service numbers / frequencies): 5/5A - Birmingham - Solihull (5 - every 20 minutes; 5A - infrequent).</p>
<p>Quality of Bus Shelters / Information: A bus stop pole and a timetable is provided.</p>

Car Parking:

<p>On Street: None were observed.</p>
<p>Capacity / Occupancy: No existing problems were observed.</p>
<p>Locations: Development traffic is to be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

MONKSPATH HALL ROAD/STRATFORD ROAD (TCN1448) 2009

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

Existing access and stub to new development land.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

Microsimulation (wider network or complex junction) YES NO

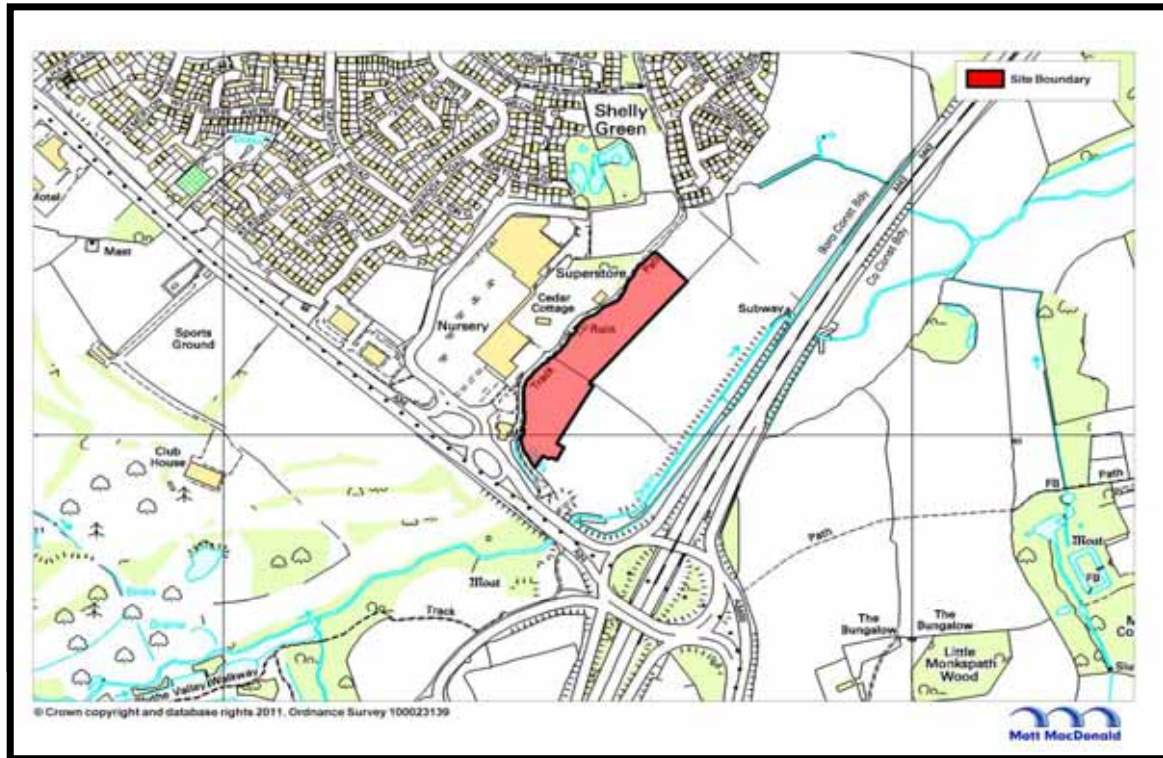
Other Comments / Considerations:

Estimated land to come forward: 7.0ha.

Proposed Use Class: B1/B2/B8.

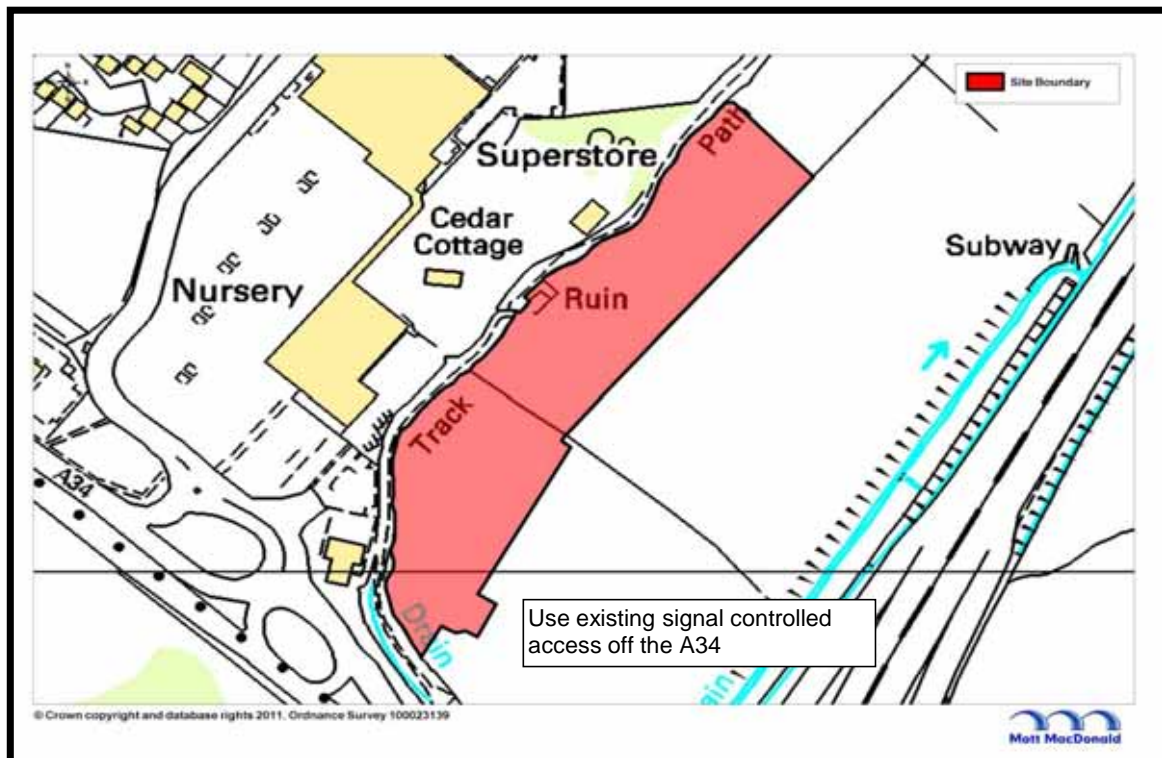
Site:
Reference Number: *E3*
Name: *Fore Business Site, A34, Stratford Road, Monkspath (Adjacent M42 J4)*
Development Details: *Employment*
Date of Site Visit: *7th June 2011*
Time of Site Visit: *15:00*
Weather Conditions: *Dry, bright*
Postcode: *B90 4UT*

Strategic Location:



Approximately 4 miles to Solihull Town Centre.
 Approximately 200m to M42 Junction 4.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:			
The A34 Stratford Road is a busy radial route connecting with the M42. The A34 is known to suffer from congestion in the peak periods.			
Footways / Cycleways / Verges:			
2.5m footways are situated along the extents of the A34 within the proximity of the existing site access.			
Footpaths / Cyclepaths / Rights of Way:			
There are wide shared use pedestrian and cycle surfaces along the Stratford Road to the north of the site. Existing crossing facilities exist directly outside the site access.			
Traffic Calming / Management Devices / Road Safety:			
There are a series of 40mph speed cameras along the Stratford Road in close proximity to the site.			
Total Accidents	0	Total Casualties	0
Severity		Classification	
Fatal	0	Driver	0
Serious	0	Passenger	0
Slight	0	Pedestrian	0

Constraints:

Vertical / Horizontal Alignment:

No issues were observed with vertical or horizontal alignment.

3rd Party Land:

No issues were identified.

Environmental Issues (trees, hedgerows, walls, etc):

No issues were observed.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were identified.

Opportunities:

Existing Access Points:

Existing access points are adequate.

Cycleways / Footways:

The site is well connected to the surrounding pedestrian network. Footways flank the full extent of the northside of the A34. A pedestrian crossing point is located directly outside the site access. This provides access to the footway connecting the A34 to Blythe Valley Park.

Railway Stations and / or Bus Stops (and routes):

The site is well connected to the bus network, which uses the A34. The nearest bus stop is located approximately 350m to the north of the site on the A34. Widney Manor Railway Station is approximately 1.2 miles from the site.

513 - Norton Lindsey - Solihull

X20 - Birmingham - Stratford

S9 - Blythe Valley Business Park - Solihull

Access to the Strategic Highway Network:

There is good access to the strategic highway network with direct access to the A34 and the M42 Junction 4.

Proximity to Local Amenities:

The site is located adjacent to a Tesco superstore and a fast food restaurant.

Detailed Observations:

<p>Speed Limits: 40 mph on the A34 Stratford Road.</p>
<p>Visibility (existing): No visibility issue with the existing access points.</p>
<p>Existing Speed Issues: Speeds were observed that appeared to be above the 40 mph limit on the A34.</p>
<p>HGV Content: There was a high content of HGVs on the A34 Stratford Road.</p>
<p>Congestion: No congestion was observed at the time of the site visit. However, congestion is likely to occur in the peak time periods.</p>
<p>Lighting: The A34 is fully lit.</p>

Public Transport:

<p>Interchange: Widney Manor Railway Station is located approximately 1 mile from the site.</p>
<p>Bus Routes (service numbers / frequencies): 513/S9/X20 - Hourly services</p>
<p>Quality of Bus Shelters / Information: Bus shelters with timetables are provided along the A34.</p>

Car Parking:

<p>On Street: None were observed.</p>
<p>Capacity / Occupancy: The site is currently closed for access.</p>
<p>Locations: Parking is currently provided for the unoccupied buildings that have already been completed.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

Only pedestrian counts available

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

There is an existing access with traffic signals. There is an existing un-let office within the site. LinSig could be undertaken to demonstrate whether the existing signals can cater for the extra development or not.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

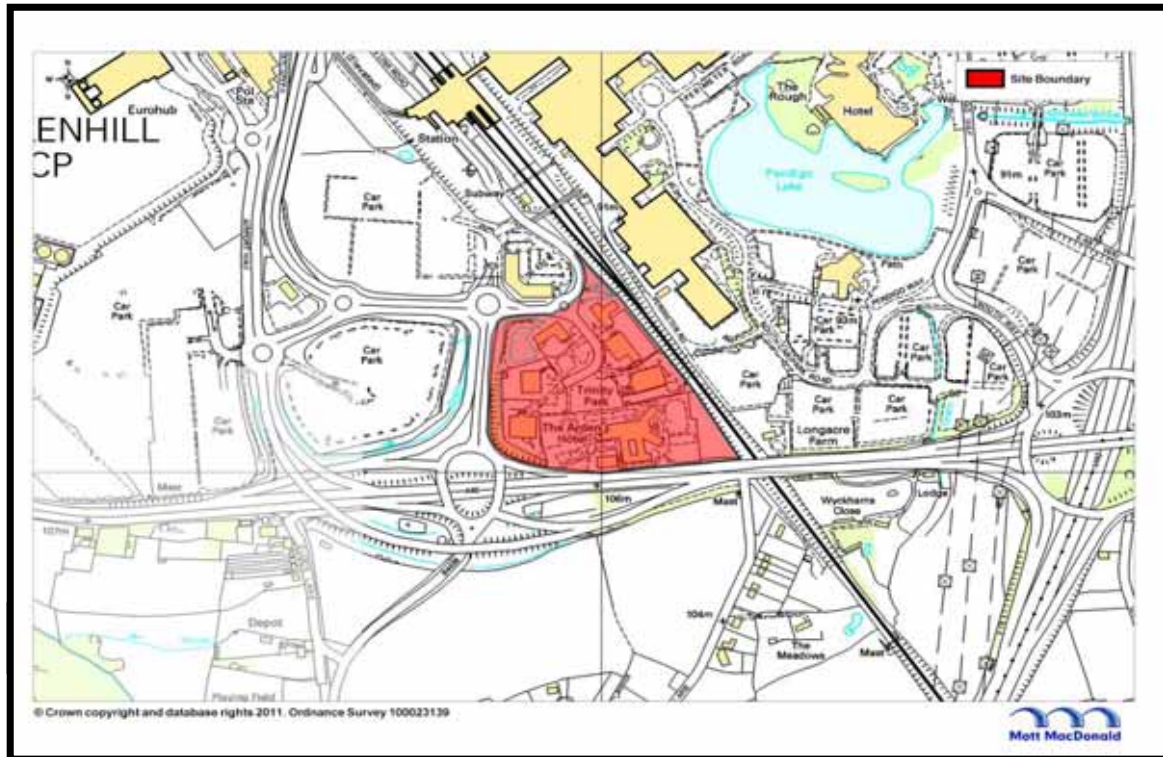
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated land to come forward: 2.0ha.
Proposed Use Class: B1.
An existing VISSIM model of the area does exist.

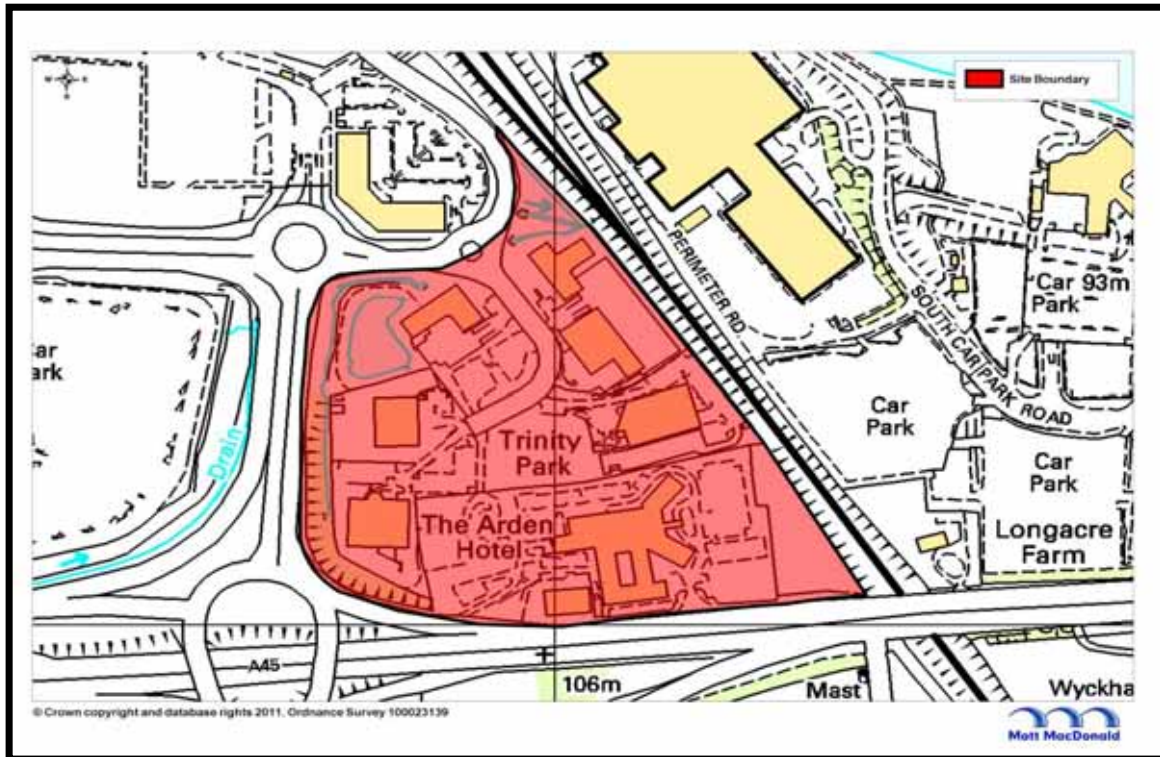
Site: **Reference Number:** *E4*
Name: *Land North of Clock Interchange, A45, Coventry Road, Bickenhill*
Development Details: *Employment*
Date of Site Visit: *7th June 2011*
Time of Site Visit: *10:50*
Weather Conditions: *Dry, overcast*
Postcode: *B92 0EH*

Strategic Location:



Approximately 5 miles to Solihull Town Centre.
Approximately 0.5 miles to M42 Junction 6.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

The A45 is a major radial route connecting Birmingham to the M42 and Birmingham Airport. The A45 is known to suffer from congestion in the peak periods. Bickenhill Lane is also well used by traffic accessing the airport, railway station and surrounding offices.

Footways / Cycleways / Verges:

2m footways are provided along the internal road network. 2m footways with a 2m grass verge are provided on sections of the external carriageway linking on to the A45.

Footpaths / Cyclepaths / Rights of Way:

The site is well connected to the surrounding footway network.

Traffic Calming / Management Devices / Road Safety:

The site access has an existing barrier controlled entrance and exit.

Total Accidents	1	Total Casualties	2
Severity		Classification	
Fatal	0 (0%)	Driver	2 (100%)
Serious	0 (0%)	Passenger	0 (0%)
Slight	1 (100%)	Pedestrian	0 (0%)

Constraints:

Vertical / Horizontal Alignment:

No issues were observed.

3rd Party Land:

No issues were identified.

Environmental Issues (trees, hedgerows, walls, etc):

No issues were identified.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were identified.

Opportunities:

Existing Access Points:

The existing access points are adequate. ARCADY is required to assess the junction capacity.

Cycleways / Footways:

The site is well connected to the surrounding network. Footways are provided on the internal site roads. Footways link the site to Birmingham International Railway Station.

Railway Stations and / or Bus Stops (and routes):

The site is well connected to Birmingham International Railway Station, which is approximately 500m from the site. Bus stops are located directly outside of the site access.

B90 - Birmingham Int - Blythe Valley BP

900 - Birmingham - Coventry

966 - Erdington - Solihull

91 - Chelmsley Wood - Birmingham Int

Access to the Strategic Highway Network:

There is good access to the strategic highway network, with direct access to the A45 and close proximity to M42 Junction 6.

Proximity to Local Amenities:

Not applicable.

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

BICKENHILL LANE/STATION WAY/CAR PARK (TCR2889) 2008 (April)
BICKENHILL LANE/STATION WAY/CAR PARK (TCR2889) 2011 (July)

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

This is an existing commercial site and little impact is predicted.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

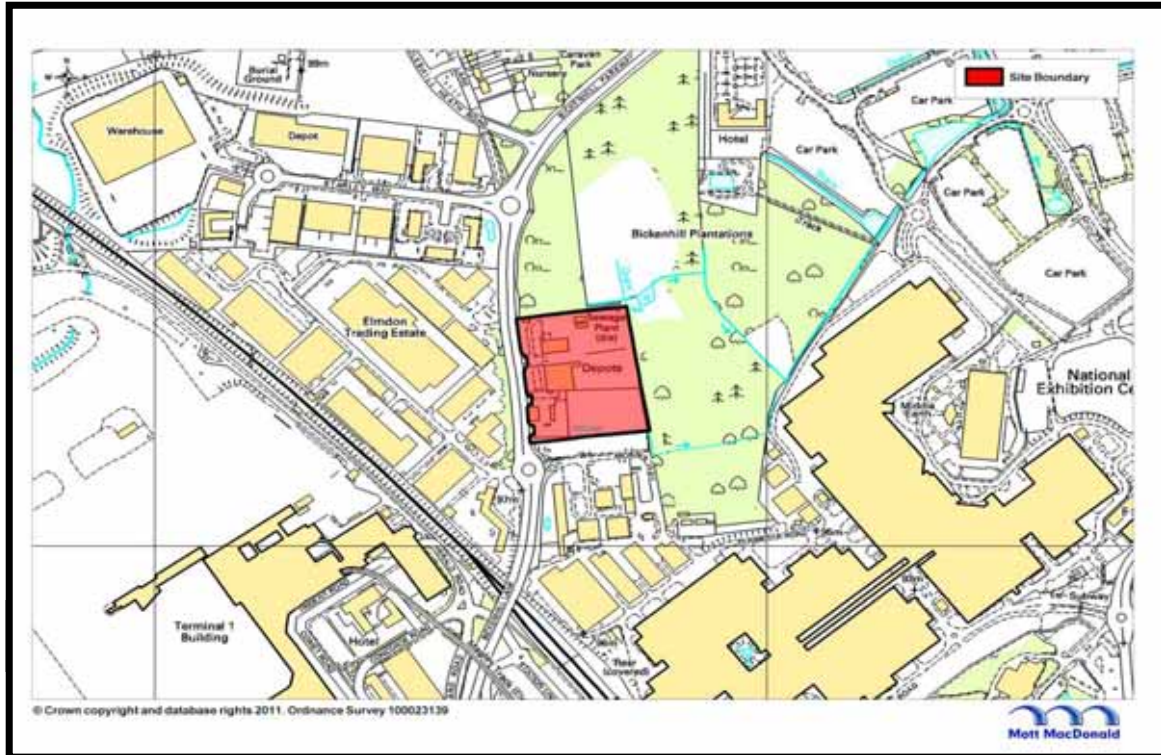
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated Land to come forward: 2.0 ha.
Proposed Use Class: B1.

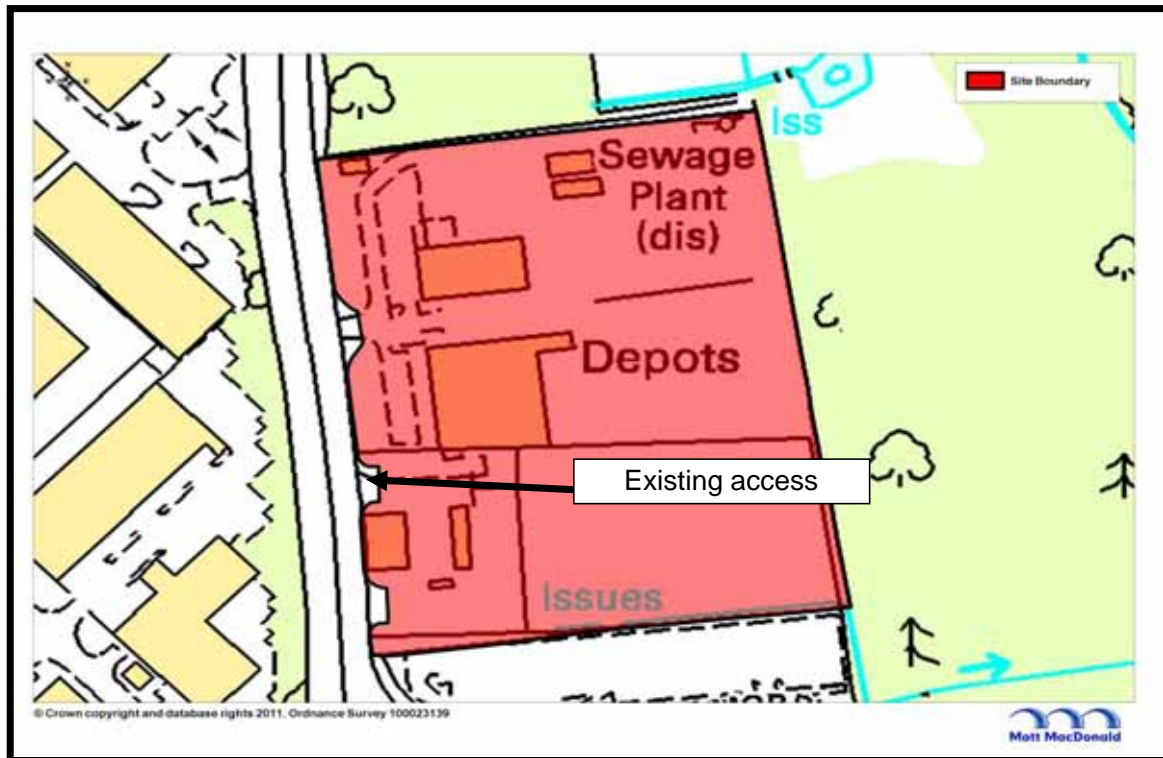
Site:
Reference Number: *E5*
Name: *Land at Bickenhill Lane, Bickenhill, adjacent NEC*
Development Details: *Employment*
Date of Site Visit: *7th June 2011*
Time of Site Visit: *11:15*
Weather Conditions: *Dry, overcast*
Postcode: *B37 7DU*

Strategic Location:



Approximately 6.5 miles to Solihull Town Centre.
 Approximately 2 miles to M42 Junction 6.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:			
Bickenhill Lane is a busy local distributor road. A high percentage of HGV traffic was also observed on site. Provision of bus lanes, both variable and permanent, are provided on Bickenhill Lane from where it passes over the railway to its junction with Coleshill Heath Road. The variable bus lane is suspended during times of very high demand, i.e. during major events at the NEC.			
Footways / Cycleways / Verges:			
2.5m footways with 2m grass verges are provided along Bickenhill Lane within the proximity of the site. There are no designated crossing points over the existing industrial site accesses. The footway acts as a shared surface for pedestrians and cyclists.			
Footpaths / Cyclepaths / Rights of Way:			
There are none in the vicinity of the site.			
Traffic Calming / Management Devices / Road Safety:			
There is no traffic calming located within the vicinity of the site.			
Total Accidents	2	Total Casualties	2
Severity		Classification	
Fatal	0 (0%)	Driver	2 (100%)
Serious	0 (0%)	Passenger	0 (0%)
Slight	2 (100%)	Pedestrian	0 (0%)

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

Existing Count - BICKENHILL LANE/STARLEY WAY (TCR15054U) 2008
Proposed Count - Bickenhill Lane / Morris Way roundabout junction

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

Trips generated by the existing land uses will be subtracted from the trips generated by the proposed development.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

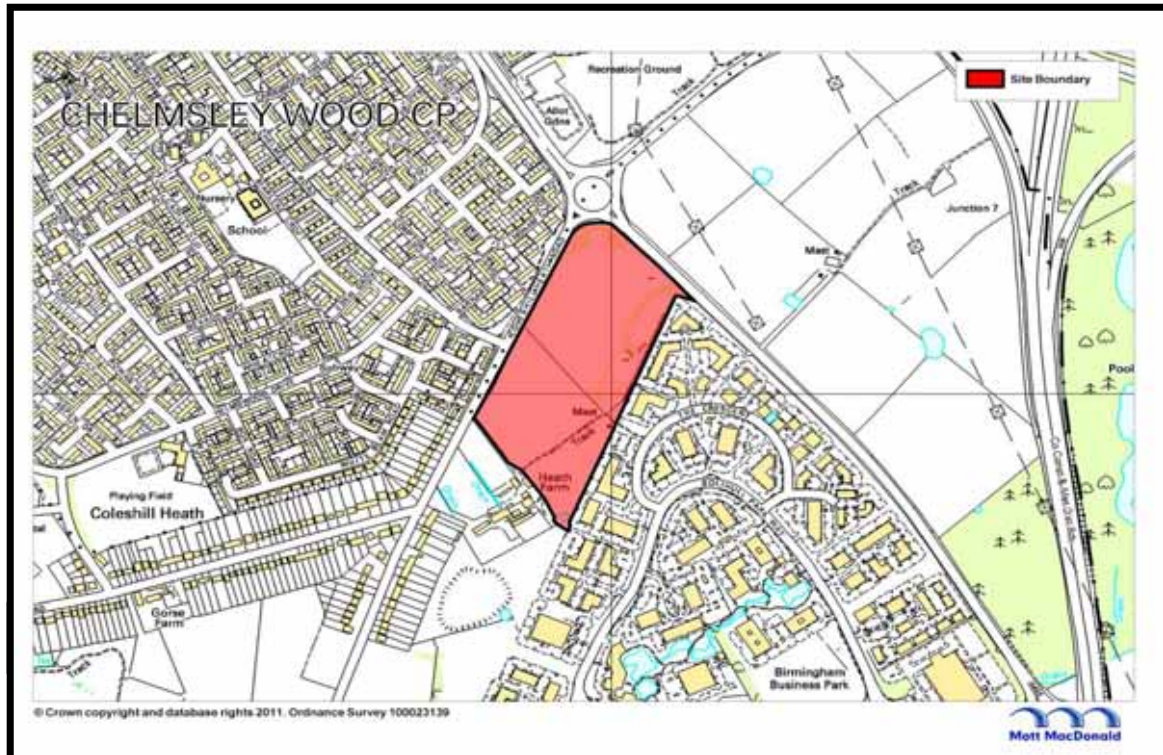
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated land to come forward: 4.0 ha.
Proposed Use Class: B1/B2/B8.

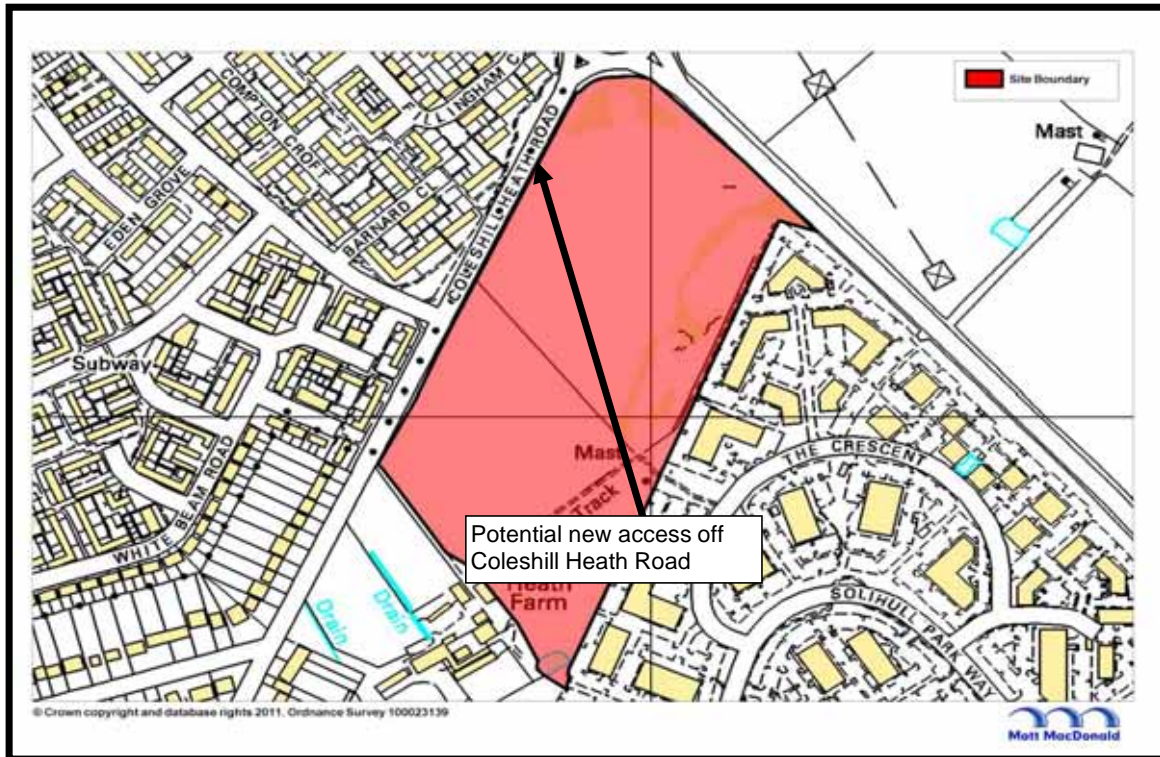
Site:
Reference Number: *E6*
Name: *Land adjacent Birmingham Business Park, Chester Road, Bickenhill*
Development Details: *Employment*
Date of Site Visit: *7th June 2011*
Time of Site Visit: *11:45*
Weather Conditions: *Dry, overcast*
Postcode: *B37 7SS*

Strategic Location:



Approximately 9 miles to Solihull Town Centre.
 Approximately 5 miles to M42 Junction 6.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

Coleshill Heath Road is a busy route linking with Chester Road at the roundabout junction to the north west of the site boundary. Chester Road is a busy route linking to the M42/M6 via the A45 to the south or the A446 to the north.

Footways / Cycleways / Verges:

There are no footways along the site boundary on Coleshill Heath Road except by the roundabout junction with Chester Road. A 2m footway with a 3m grass verge is provided on the opposite side of the carriageway on Coleshill Heath Road. There are no cycle facilities within the vicinity of the site.

Footpaths / Cyclepaths / Rights of Way:

There is a public footpath which runs through the centre of the site accessed off Coleshill Heath Road.

Traffic Calming / Management Devices / Road Safety:

Dragons teeth are situated on the approach to a signalised pedestrian crossing on Coleshill Heath Road.

Total Accidents	12	Total Casualties	21
Severity		Classification	
Fatal	1 (8.3%)	Driver	10 (47.6%)
Serious	2 (16.7%)	Passenger	10 (47.6%)
Slight	9 (75%)	Pedestrian	1 (4.8%)

Constraints:

Vertical / Horizontal Alignment:

No issues.

3rd Party Land:

No issues.

Environmental Issues (trees, hedgerows, walls, etc):

There are mature trees and hedgerows along the extents of the site boundary on Coleshill Heath Road and Chester Road.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

There is a pipeline which runs north through the site.

Opportunities:

Existing Access Points:

There is a provisional access to the site. This access suffers from visibility issues due to vegetation and trees.

Cycleways / Footways:

There is a link in to the existing public footpath which runs through the site. A footway will need to be provided that will link into the signalised pedestrian crossing and the residential area opposite to the site.

Railway Stations and / or Bus Stops (and routes):

There is a bus stop located directly outside the site on Coleshill Heath Road.
Marston Green Railway Station is located approximately 1 mile from the site.
777 - Hams Hall - Birmingham Int 97 - Birmingham - Chelmsley Wood
966 - Erdington - Solihull

Access to the Strategic Highway Network:

Coleshill Heath Road links to Chester Road, which provides access to the M42 via the A45 and the M6 via the A446.

Proximity to Local Amenities:

Not applicable.

Detailed Observations:

<p>Speed Limits: 30mph on Coleshill Heath Road.</p>
<p>Visibility (existing): There is an issue with visibility from the existing access. Only 20m visibility can be achieved. We recommend that the existing access is moved to the north nearer the roundabout junction.</p>
<p>Existing Speed Issues: No speed issues were observed.</p>
<p>HGV Content: High HGV content on Chester Road was observed.</p>
<p>Congestion: No congestion was observed at the time of the site visit.</p>
<p>Lighting: Along the site frontage, lighting on Coleshill Road is irregularly spaced and it is only on one side of the road.</p>

Public Transport:

<p>Interchange: Marston Green Railway Station is located 1 mile from the site.</p>
<p>Bus Routes (service numbers / frequencies): 777/966 - every 30 mins 97 - every 10 mins</p>
<p>Quality of Bus Shelters / Information: A pole and timetable are provided.</p>

Car Parking:

<p>On Street: No congestion was observed on Coleshill Heath Road and Chester Road.</p>
<p>Capacity / Occupancy: Not applicable.</p>
<p>Locations: Not applicable.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

COLESHILL HEATH ROAD/CHELMSLEY ROAD (TCR5830) 2010

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

Large scale development; may require off-site works.
An ARCADY assessment at the roundabout.
No obvious connection to existing Business Park.
Possible LinSIG, TRANSYT or Microsimulation model if impact significant.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

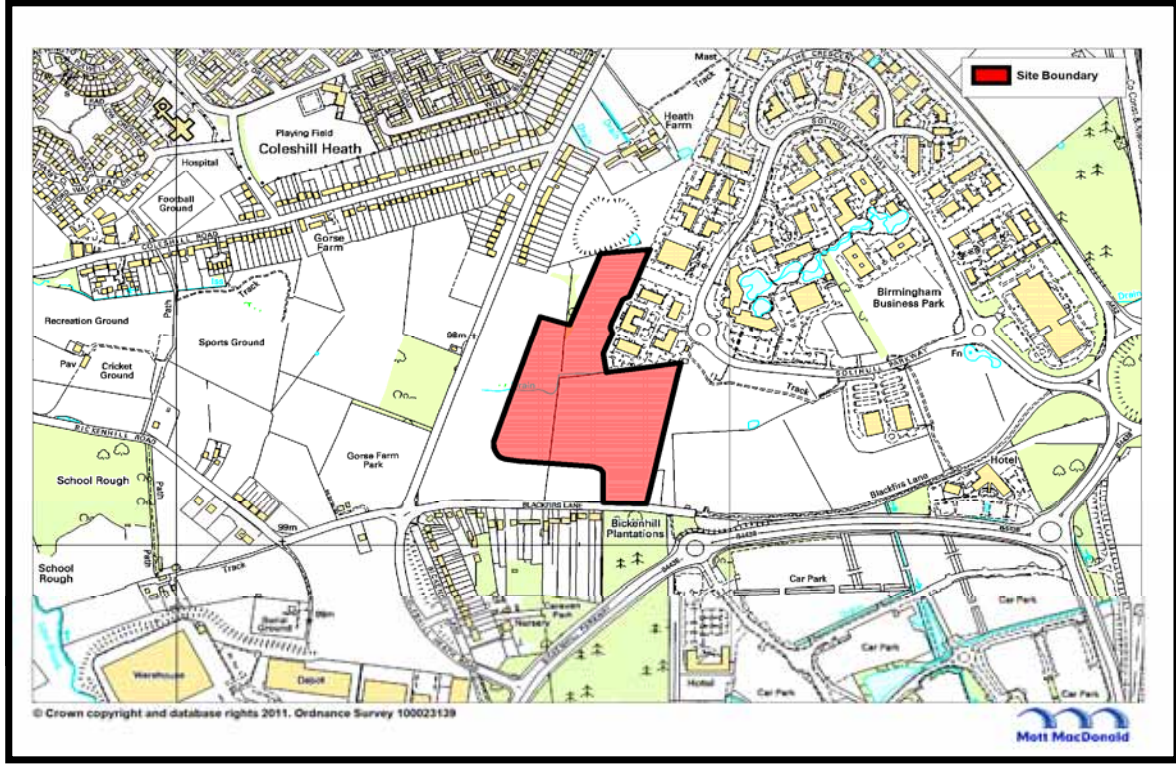
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated Land to come forward: 9.3 ha.
Proposed Use Class: B1/B8.

Site:
Reference Number: *E7*
Name: *Land off Blackfirs Lane*
Development Details: *Employment*
Date of Site Visit: *Office based assessment*
Time of Site Visit: *Not applicable.*
Weather Conditions: *Not applicable.*
Postcode: *B40 1QA*

Strategic Location:



Located on the Kenilworth Road (A452).
 Approximately 1 mile north from the M42 Junction 6.
 Approximately 6 miles from Solihull Town Centre.

Detailed Site Location:



Highway Environment:

Traffic levels are high on Bickenhill Parkway (dual carriageway) during the peak periods, which reflects the close proximity to the A452 Chester Road, Birmingham Business Park and the NEC.

Footways / Cycleways / Verges:

Footways with grass verges flank Bickenhill Parkway along its northern boundary. There isn't a footway provided on the southern boundary of Bickenhill Parkway.

Footpaths / Cyclepaths / Rights of Way:

There is a dedicated cycle path, which runs along Blackfirs Lane from the Chester Road roundabout junction to the roundabout junction on Bickenhill Parkway. The route connects to Birmingham Business Park to the north.

Traffic Calming / Management Devices / Road Safety:

There are no traffic calming measures within the vicinity of the site.

Total Accidents	2	Total Casualties	3
Severity		Classification	
Fatal	0	Driver	2
Serious	0	Passenger	1
Slight	2	Pedestrian	0

Constraints:

Vertical / Horizontal Alignment:

No issues were observed.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

There are mature trees within the vicinity of the site, which may be an issue for access.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

There are no existing access points to the site.

Cycleways / Footways:

There is an opportunity to link the site to the cycleway which runs along Blackfirs Lane.

Railway Stations and / or Bus Stops (and routes):

There is an existing bus stop to the north of the proposed site on Solihull Parkway, which can be utilised.

Access to the Strategic Highway Network:

The site is located on Bickenhill Parkway, which provides access to the A452 Chester Road to the north east and the A45 to the south.

Proximity to Local Amenities:

Not applicable.

Detailed Observations:**Speed Limits:**

Bickenhill Parkway has a 40mph speed limit.

Blackfirs Lane has a 30mph speed limit.

Visibility (existing):

No issues were identified.

Existing Speed Issues:

None were observed.

HGV Content:

No issues were identified.

Congestion:

There can be traffic congestion on the road network, especially when there are large events at the NEC.

Lighting:

Bickenhill Parkway is fully lit along its extents.

Public Transport:**Interchange:**

The site is 0.8 miles from Birmingham International Railway Station.

Bus Routes (service numbers / frequencies):

966 - Erdington - Solihull Station via Airport - every 30 minutes

777 - Hams Hall - Hams Hall via Birmingham International - every 30 minutes

Quality of Bus Shelters / Information:

A pole and timetable are provided.

Car Parking:**On Street:**

None were observed.

Capacity / Occupancy:

No capacity issues were observed.

Locations:

Development traffic is to be parked within the curtilage of the development. No off site parking is available.

Illegal Parking:

No illegal parking issues were observed.

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

Impact at site access to be assessed.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

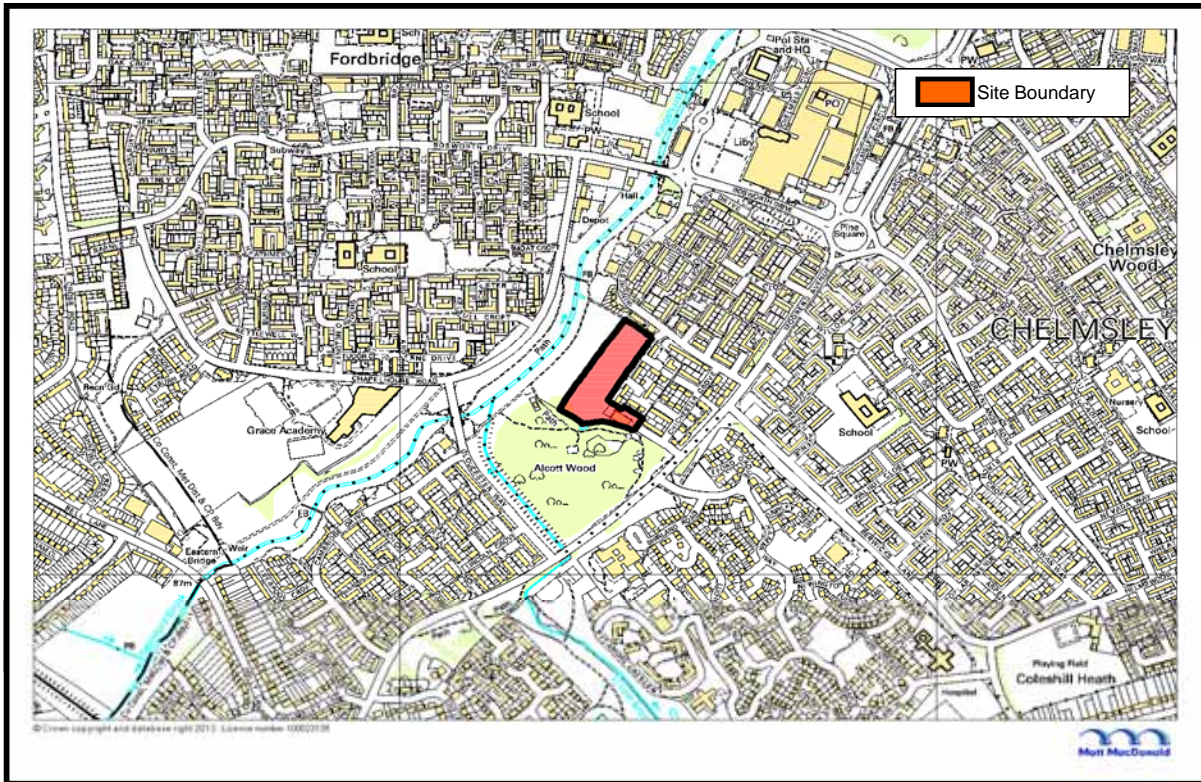
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated Land to come forward: 8.5 ha.
Proposed Use Class: B1.

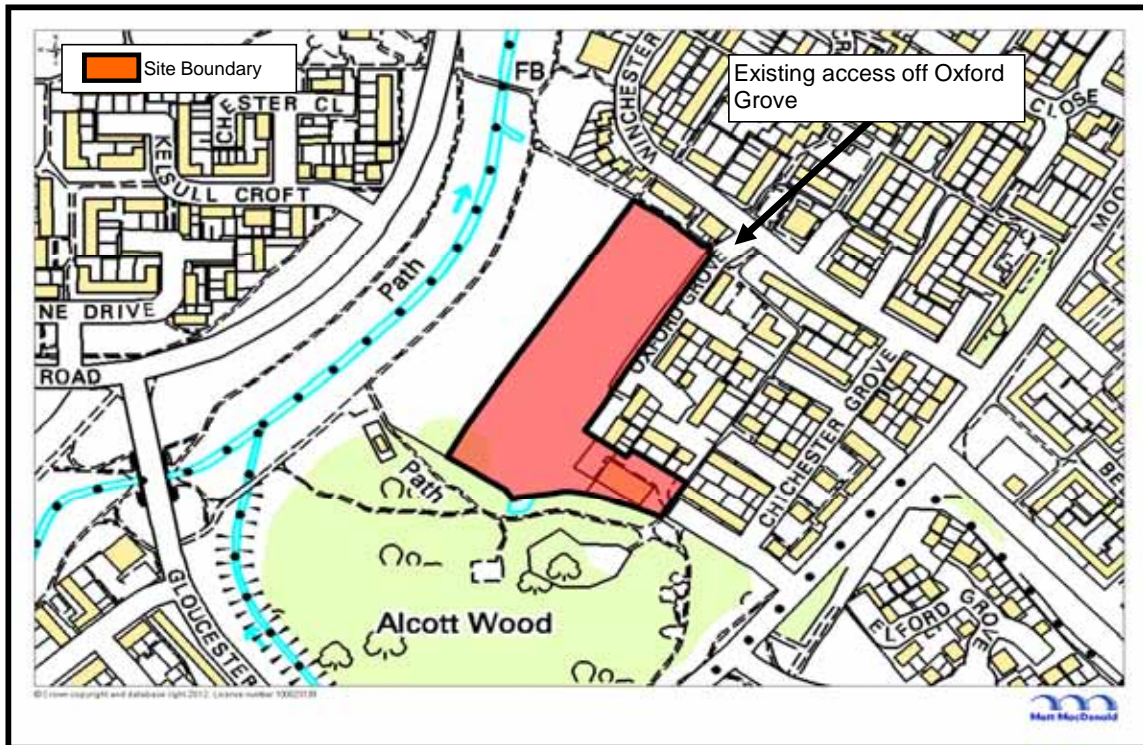
Site:
Reference Number: *H1*
Name: *Land off Winchester Drive*
Development Details: *Residential*
Date of Site Visit: *7th June 2011*
Time of Site Visit: *12:15*
Weather Conditions: *Dry, overcast*
Postcode: *B37 5PU*

Strategic Location:



Approximately 6 miles to Solihull Town Centre.
 Approximately 5 miles to M42 Junction 6.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:
The level of traffic is not significant.

Footways / Cycleways / Verges:
2m footways flank the length of the surrounding roads with dropped kerbs provided at pedestrian crossings.

Footpaths / Cyclepaths / Rights of Way:
A public footway bounds the north east and south west of the proposed site.

Traffic Calming / Management Devices / Road Safety:
Speed humps are situated along the extents of Winchester Drive.

Total Accidents	0	Total Casualties	0
Severity		Classification	
Fatal	0	Driver	0
Serious	0	Passenger	0
Slight	0	Pedestrian	0

Constraints:

Vertical / Horizontal Alignment:

No issues were observed.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

No issues were observed.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

Existing access points off Oxford Grove are adequate. Possible access opportunity off Chichester Grove if existing NHS building (Community Equipment Service) is relocated.

Cycleways / Footways:

The site is well connected to the existing footways within the surrounding residential area.

Railway Stations and / or Bus Stops (and routes):

Bus stops are located approximately 250m to the south of the site on Moorend Avenue. In addition, the site is approximately 800m from Chelmsley Wood bus interchange. Marston Green Railway Station is 0.9 miles away.

97/97A - Birmingham - Chelmsley Wood

94 - Birmingham - Ward End

91 - Chelmsley Wood - International

14 - Birmingham - Alum Rock

Access to the Strategic Highway Network:

Via Chelmsley Road and Chester Road, both the M6 and M42 can be accessed.

Proximity to Local Amenities:

St Anne's Primary School is 0.2 miles from the site.

Grace Academy is 0.4 miles from the site.

A doctors surgery is 0.4 miles from the site.

A supermarket is 700m from the site.

Is recent traffic data available (within 5 years)?

YES

NO

Are further traffic surveys required?

YES

NO

If yes, details:

Key junctions on surrounding road network.

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

No issues likely.

Is junction modelling recommended?

YES

NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority)

YES

NO

LinSig / TRANSYT (signalised junction or roundabout)

YES

NO

Microsimulation (wider network or complex junction)

YES

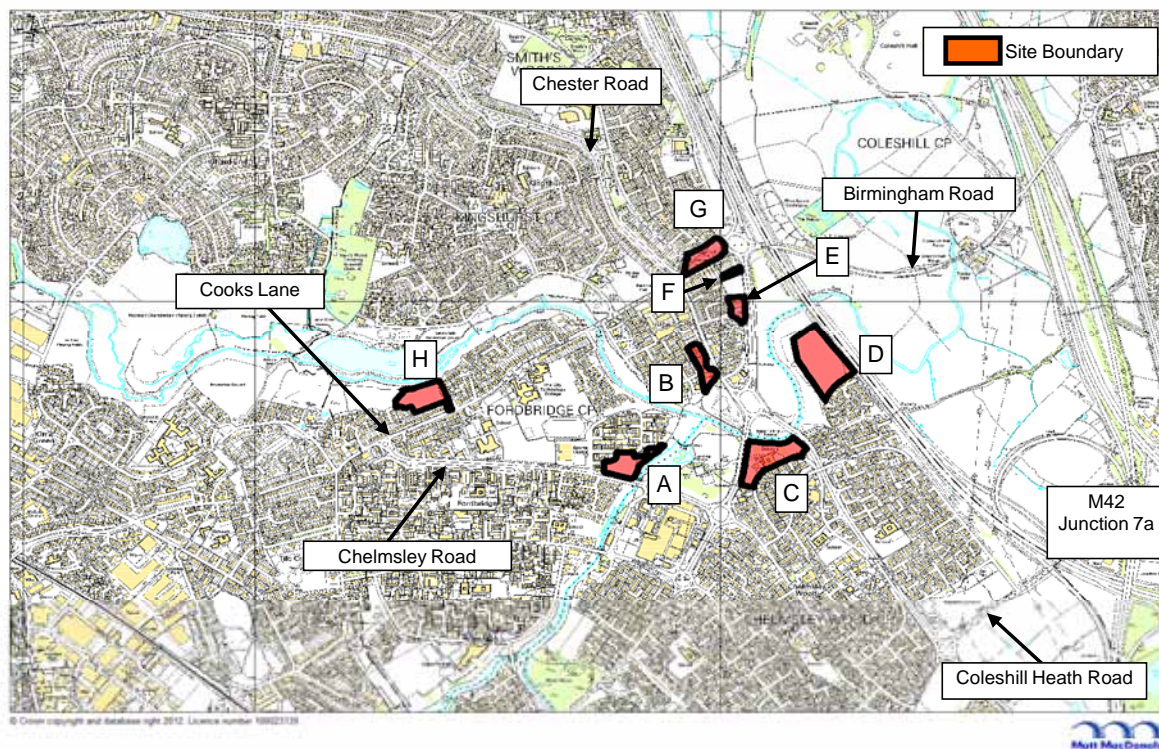
NO

Other Comments / Considerations:

Estimated Dwellings: 75.

Site:
Reference Number: *H2a*
Name: *Cole Valley Sites*
Development Details: *Residential Sites*
Date of Site Visit: *7th June 2011*
Time of Site Visit: *13:10*
Weather Conditions: *Wet*
Postcode: *B91 3UF*

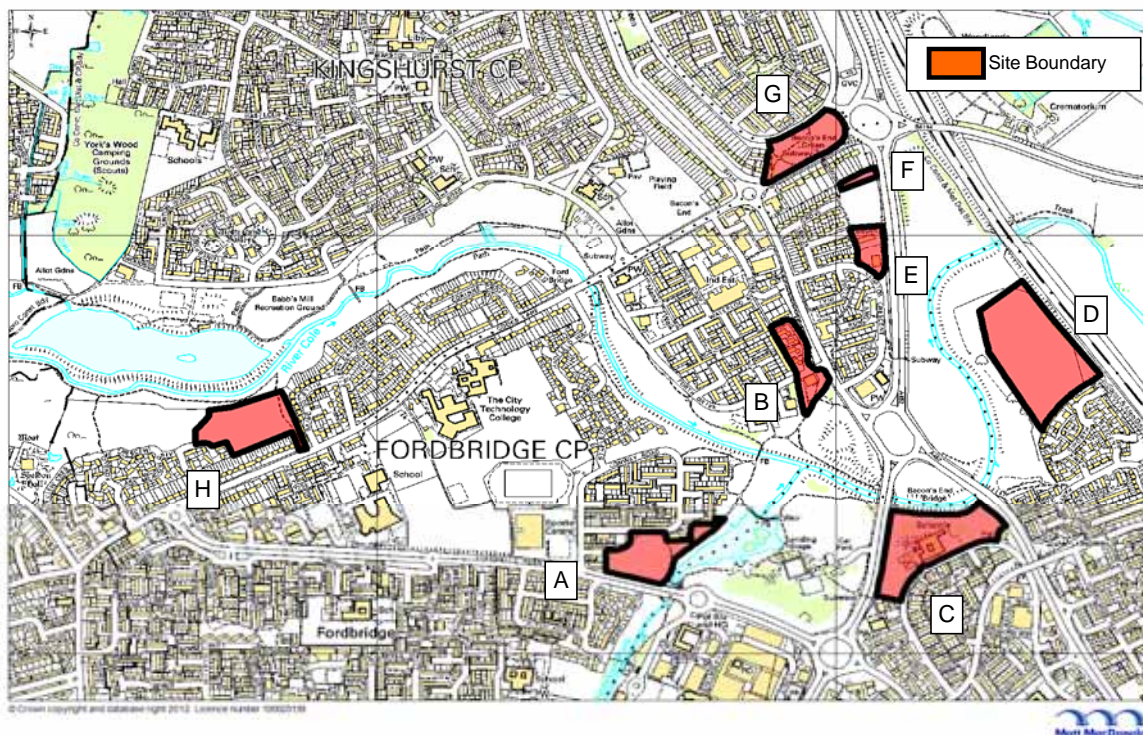
Strategic Location:



- | | | | |
|---|----------------------------------|---|--------------------------|
| A | <i>Conway Road</i> | E | <i>Clopton Crescent</i> |
| B | <i>Forth Drive</i> | F | <i>Newby Grove</i> |
| C | <i>Pike Drive</i> | G | <i>Windward Way</i> |
| D | <i>Land East of Chester Road</i> | H | <i>Foxglove Crescent</i> |

Sites are located in the vicinity of M42 Junction 7/7a and M6 Junction 4. The Cole Valley sites are accessed via Coleshill Heath Road to the south, or Birmingham Road to the north. Access to central Birmingham is via Chester Road and Meadway (via Cooks Lane and Chelmsley Road).

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

The sites are located within predominantly residential areas where traffic levels are generally low. The A452 Chester Road, which is a local distributor road, runs through the centre of the sites and links to the M42 Junction 6 to the south via the A45 and to M6 Junction 4 to the east via the A446.

Footways / Cycleways / Verges:

Footways flank the extents of the road network in the areas surrounding the proposed development sites.

Footpaths / Cyclepaths / Rights of Way:

The bus station is located to the south west of the development sites on Chelmsley Circle.

Traffic Calming / Management Devices / Road Safety:

There is no traffic calming within the vicinity of all sites apart from Foxglove Crescent.

Constraints:

Vertical / Horizontal Alignment:

Not applicable.

3rd Party Land:

At Foxglove Crescent, it has been assumed that the residential road that links into the site is adopted highway.

Environmental Issues (trees, hedgerows, walls, etc):

Not applicable.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

Not applicable.

Opportunities:

Existing Access Points:

Not applicable.

Cycleways / Footways:

Not applicable.

Railway Stations and / or Bus Stops (and routes):

The existing footway network of the surrounding residential area should be adequate to link the sites to external facilities.

Access to the Strategic Highway Network:

The sites are well located to connect to the strategic highway network. Chester Road links the site to M42 Junction 6 via the A45 and M6 Junction 4 via the A446.

Proximity to Local Amenities:

The nearest doctors surgery is approximately 0.4 miles away from the sites.

The nearest supermarket is approximately 0.4 miles away from the sites.

CTC Kingshurst Academy is approximately 0.9 miles away from the sites.

Windy Arbor Primary School is approximately 1 mile away from the sites.

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

Data within the area is available.

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

An estimated 590 dwellings are proposed within the Cole Valley sites. The split of these between the eight sites will determine the level of assessment and mitigation required. At present no major issues are expected with these developments, with the exception of site D, for which the access off Yorkminster Drive, may not be suitable.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

Microsimulation (wider network or complex junction) YES NO

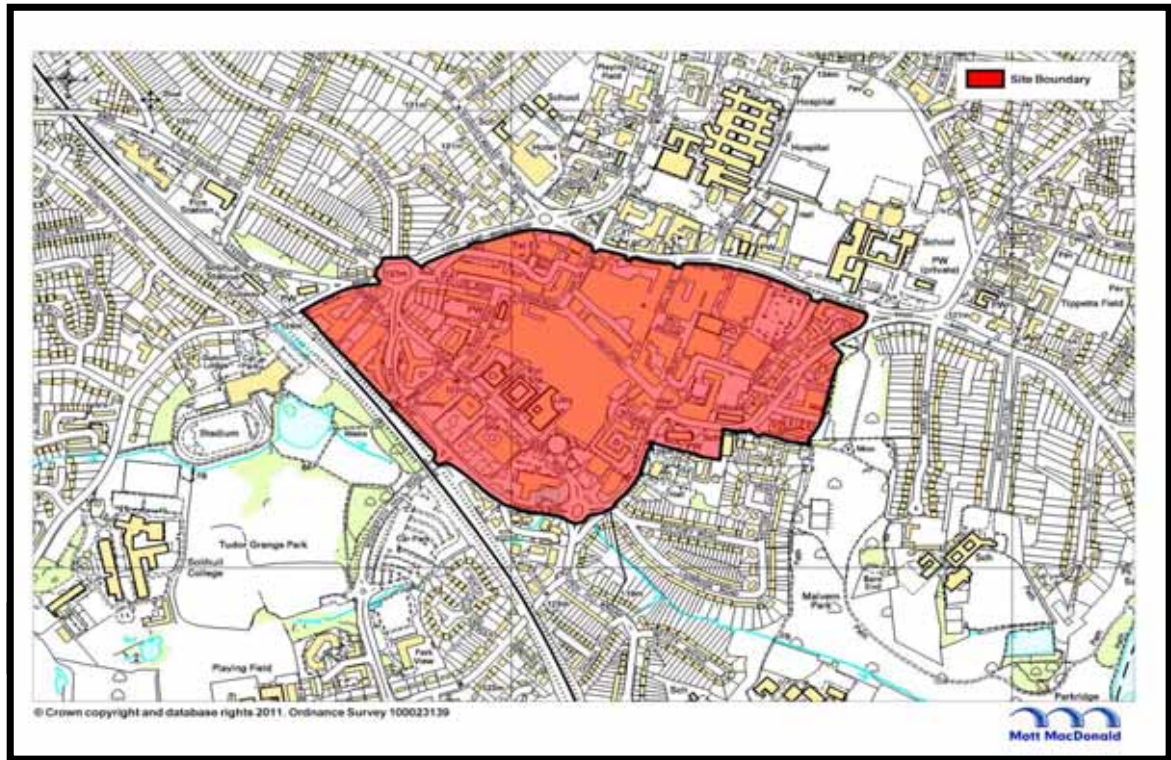
Other Comments / Considerations:

Estimated dwellings: 590.

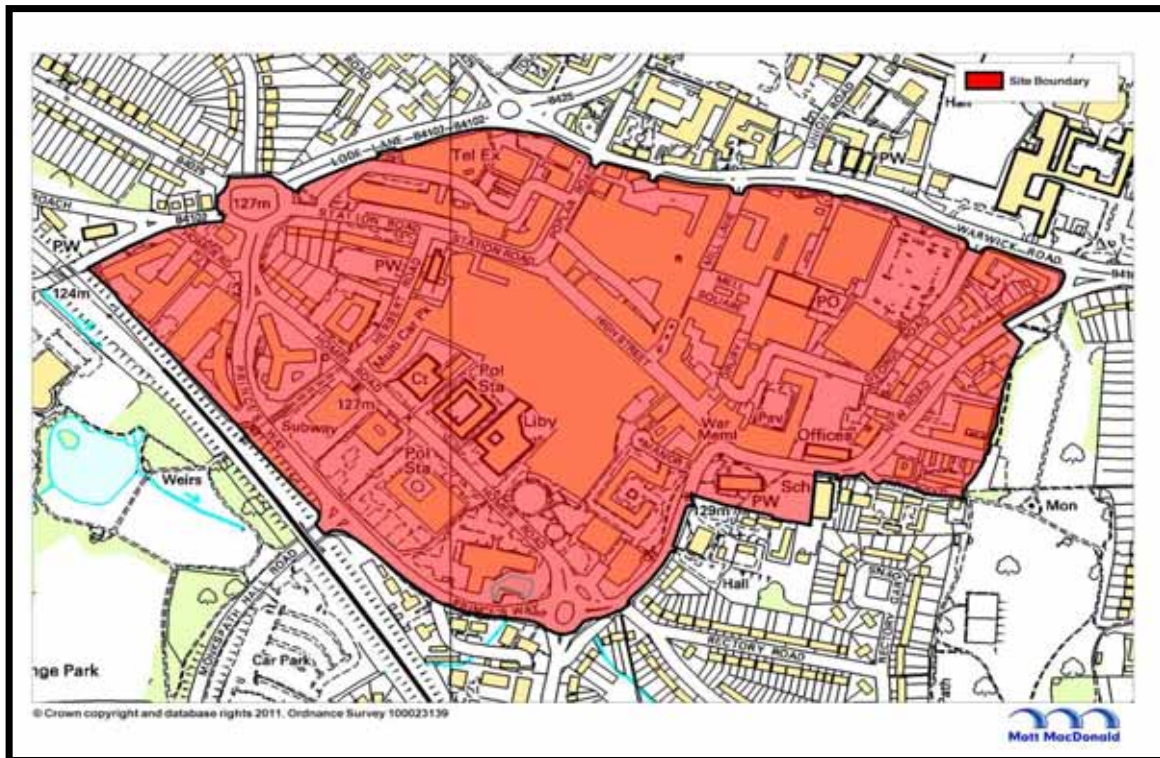
Site F appears to have mature trees within the small site.
Site E and B are existing land uses (working mens' clubs).
Site H has a line of trees bordering Foxglove Crescent.

Site:
Reference Number: *H2b*
Name: *Solihull Town Centre*
Development Details: *Residential*
Date of Site Visit: *8th June 2011*
Time of Site Visit: *14:45*
Weather Conditions: *Dry, bright*
Postcode: *B91 2UB*

Strategic Location:



Detailed Site Location:



Highway Environment:

<p>General Traffic Conditions: Location of individual sites to be agreed with Solihull MBC. As a result it is not possible to fully appreciate all opportunities and constraints at this stage.</p>
<p>Footways / Cycleways / Verges: Not applicable.</p>
<p>Footpaths / Cyclepaths / Rights of Way: Not applicable.</p>
<p>Traffic Calming / Management Devices / Road Safety: Not applicable.</p>

Constraints:

Vertical / Horizontal Alignment:

Not applicable.

3rd Party Land:

Not applicable.

Environmental Issues (trees, hedgerows, walls, etc):

Not applicable.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

Not applicable.

Opportunities:

Existing Access Points:

Not applicable.

Cycleways / Footways:

Not applicable.

Railway Stations and / or Bus Stops (and routes):

There is excellent public transport accessibility within the town centre. Solihull Railway Station is located immediately to the west of Solihull Town Centre. An interchange at the station on Station Approach provides access to services to Birmingham, Acocks Green, and to destinations along the A34 Stratford Road, Sutton Coldfield and Chelmsley Wood. Within the town centre, a large number of bus services stop on Station Road / Poplar Road. There are frequent bus services accessing Solihull Town Centre, including the 3, 5, 6, 37, 49, 71, 72 and 957.

Access to the Strategic Highway Network:

There is very good access to the strategic highway network.

Proximity to Local Amenities:

Ruckleigh Primary School is 0.06 miles away.

Solihull School is 0.4 miles away.

Doctors surgery is 0.14 miles away.

Shops are 0.25 miles away.

Detailed Observations:

<p>Speed Limits: Not applicable.</p>
<p>Visibility (existing): Not applicable.</p>
<p>Existing Speed Issues: Not applicable.</p>
<p>HGV Content: Not applicable.</p>
<p>Congestion: Not applicable.</p>
<p>Lighting: Not applicable.</p>

Public Transport:

<p>Interchange: Not applicable.</p>
<p>Bus Routes (service numbers / frequencies): Not applicable.</p>
<p>Quality of Bus Shelters / Information: Not applicable.</p>

Car Parking:

<p>On Street: Not applicable.</p>
<p>Capacity / Occupancy: Not applicable.</p>
<p>Locations: Not applicable.</p>
<p>Illegal Parking: Not applicable.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

This needs to be drilled down into more detail as 950 dwellings is a significant development. The mix between apartments and housing needs to be identified and the distribution assessed. It is assumed that there would be a high live / work element in Solihull Town Centre.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

Microsimulation (wider network or complex junction) YES NO

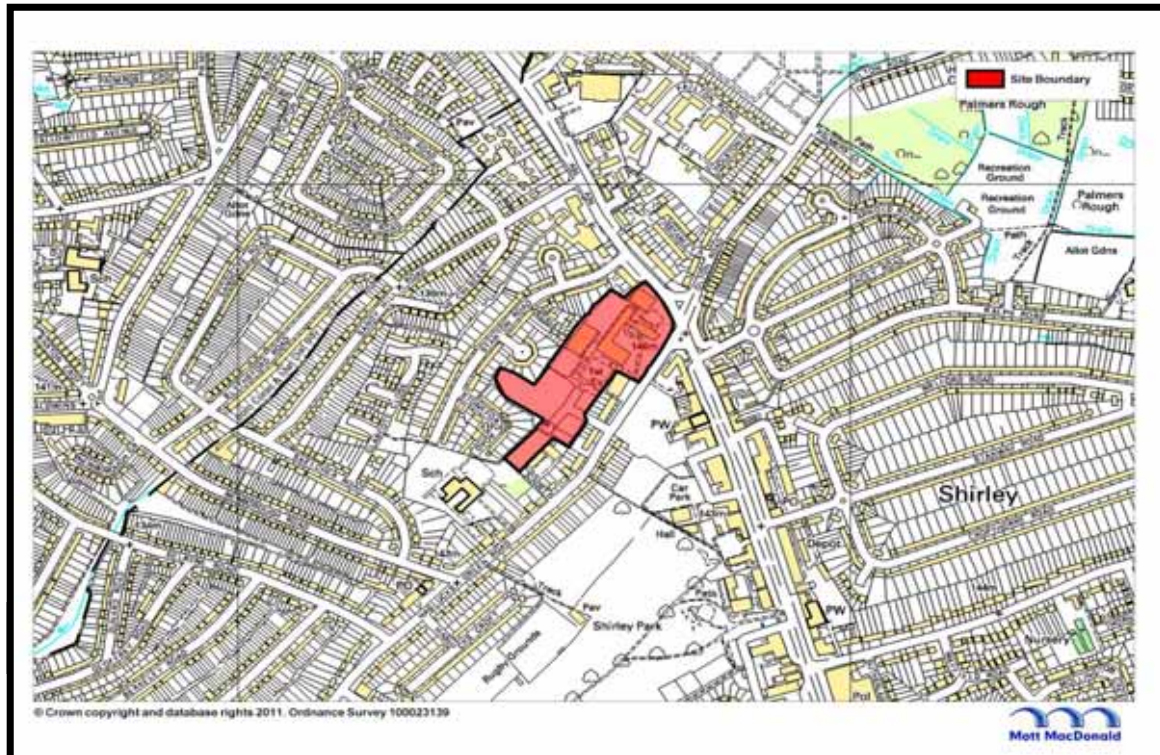
Other Comments / Considerations:

Estimated dwellings: 950.

Solihull Town Centre is a major centre within the West Midlands. The assessment required for additional dwellings will depend on the dwelling type and locations. The combined total may place significant extra pressure on the main Solihull radial routes and M42 Junction 5 in the peak periods.

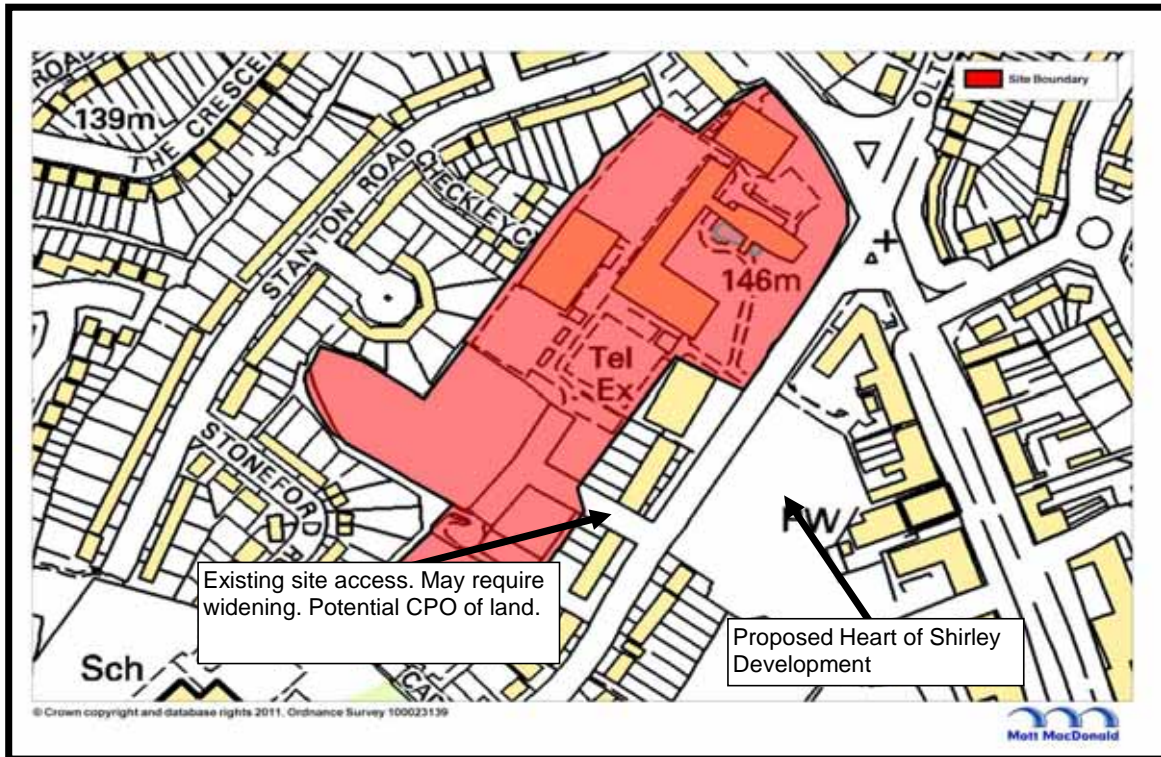
Site:
Reference Number: *H4*
Name: *Powergen, Shirley*
Development Details: *Residential*
Date of Site Visit: *8th June 2011*
Time of Site Visit: *10:15*
Weather Conditions: *Dry, bright*
Postcode: *B90 2EA*

Strategic Location:



Approximately 3 miles to Solihull Town Centre.
Approximately 4 miles to M42 Junction 4.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

The A34 Stratford Road is a busy radial route connecting with the M42. The A34 is known to suffer from congestion in the peak periods. Haslucks Green Road is a local distributor with a secondary access into the site.

Footways / Cycleways / Verges:

There are 2.5m wide footways along both Haslucks Green Road and the A34 Stratford Road. Pedestrian crossing points are located at the junction of Haslucks Green Road/A34 junction.

Footpaths / Cyclepaths / Rights of Way:

None were observed.

Traffic Calming / Management Devices / Road Safety:

There is no traffic calming within the vicinity of the site.

Total Accidents	16	Total Casualties	27
Severity		Classification	
Fatal	0 (0%)	Driver	19 (70.4%)
Serious	2 (12.5%)	Passenger	8 (29.6%)
Slight	14 (87.5%)	Pedestrian	0 (0%)

Constraints:

Vertical / Horizontal Alignment:

No issues were observed.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

No issues were observed.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

There are 2 site accesses, an emergency access on Haslucks Green Road and an additional site access off the A34.

Cycleways / Footways:

The site is well connected to the surrounding pedestrian network. Footways flank the A34 and the surrounding residential roads. Pedestrian crossing points are provided over the A34 at a number of locations.

Railway Stations and / or Bus Stops (and routes):

There are bus stops located directly outside the site on Haslucks Green Road and the A34. Shirley Railway Station is located approximately 0.8 miles from the site.

X20 - Birmingham - Stratford	6 - Birmingham - Solihull
3 - Birmingham - Solihull	31 - Birmingham - Acocks Green
49 - Solihull - Weoley Castle	76 - Solihull - Kings Heath
669 - Kings Heath - Shirley	

Access to the Strategic Highway Network:

Good access to strategic highway network with direct access to the A34 and to the M42 Junction 4.

Proximity to Local Amenities:

Local amenities are available on Shirley High Street (part of the A34 Stratford Road) south of Haslucks Green Road.

Detailed Observations:

<p>Speed Limits: 30 mph on Haslucks Green Road.</p>
<p>Visibility (existing): There are no visibility issues on the A34 site access.</p>
<p>Existing Speed Issues: None were observed.</p>
<p>HGV Content: High HGV content on A34 Stratford Road. Lower content on Haslucks Green Road.</p>
<p>Congestion: Stratford Road is congested at peak periods, including the junction with Haslucks Green Road.</p>
<p>Lighting: Both the A34 and Haslucks Green Road are fully lit.</p>

Public Transport:

<p>Interchange: Shirley Railway Station is located approximately 0.8 miles from the site.</p>				
<p>Bus Routes (service numbers / frequencies):</p> <table> <tr> <td>S7 - Solihull - Dickens Heath (every 30 minutes)</td> <td>669/X20 - Hourly service</td> </tr> <tr> <td>49 - Solihull - Weoley Castle - 10 mins</td> <td>76 - Solihull - Kings Heath - 20 mins</td> </tr> </table>	S7 - Solihull - Dickens Heath (every 30 minutes)	669/X20 - Hourly service	49 - Solihull - Weoley Castle - 10 mins	76 - Solihull - Kings Heath - 20 mins
S7 - Solihull - Dickens Heath (every 30 minutes)	669/X20 - Hourly service			
49 - Solihull - Weoley Castle - 10 mins	76 - Solihull - Kings Heath - 20 mins			
<p>Quality of Bus Shelters / Information: Bus shelters and timetables are provided on the A34.</p>				

Car Parking:

<p>On Street: None were observed.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: The development traffic is to be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

STRATFORD ROAD/OLTON ROAD/HASLUCKS GREEN ROAD (TCN1400) 2008

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

The site is located on the Stratford Road, and across from the proposed Heart of Shirley development. Microsimulation of the local area looking at the impacts of both developments would be beneficial. The development is likely to have major impacts on the A34 Stratford Road / Haslucks Green junction, which is already over capacity in the peak periods.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

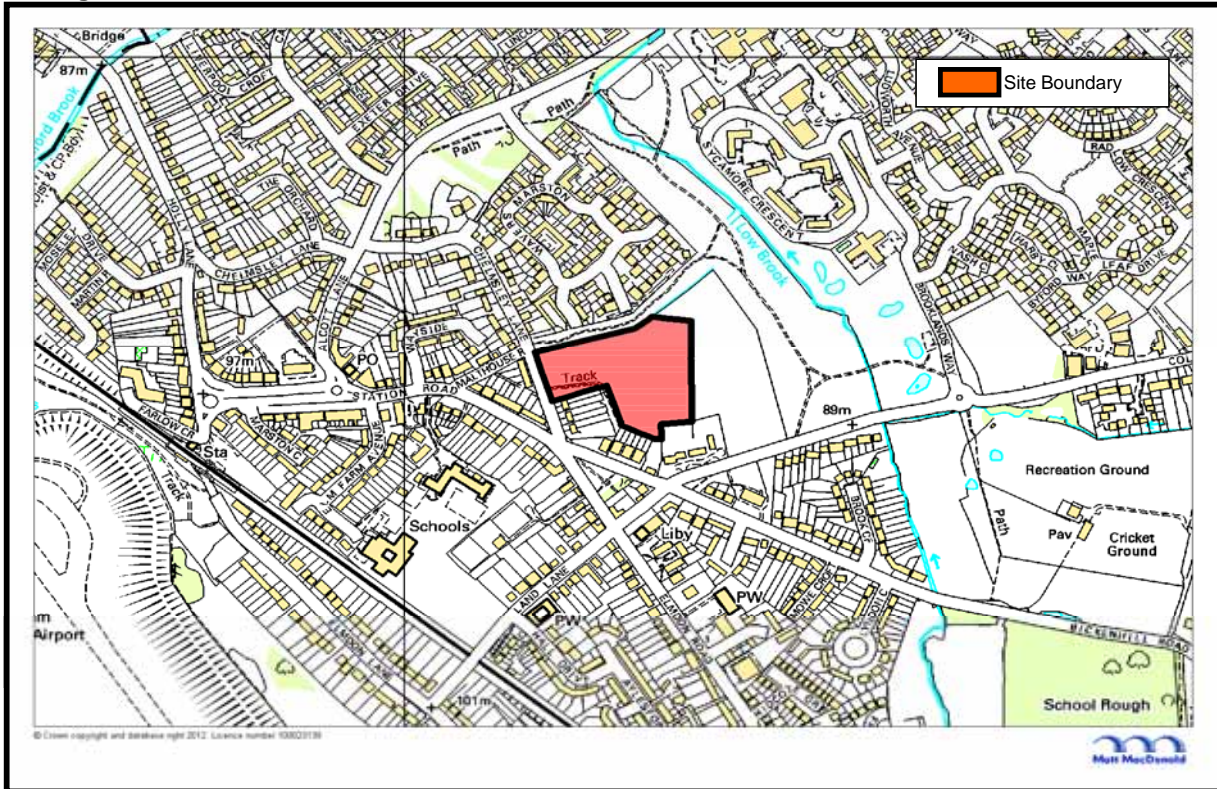
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 130.

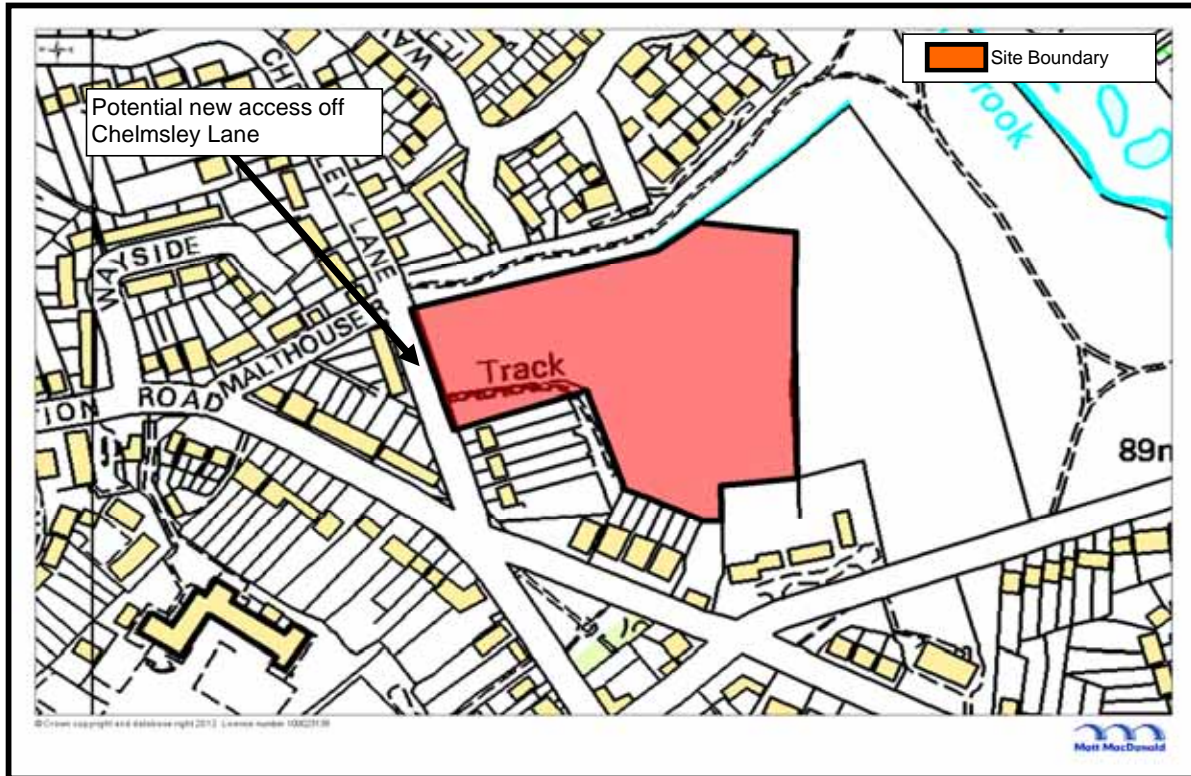
Site:
Reference Number: *H5*
Name: *Chelmsley Lane, Coleshill Road, Marston Green*
Development Details: *Residential*
Date of Site Visit: *7th June 2011*
Time of Site Visit: *12:05*
Weather Conditions: *Dry, overcast*
Postcode: *B37 7BG*

Strategic Location:



Approximately 5.5 miles to Solihull Town Centre.
 Approximately 3.5 miles to M42 Junction 6.

Detailed Site Location:



Highway Environment:

General Traffic Conditions: Both Coleshill Road and Chelmsley Lane are lightly trafficked.			
Footways / Cycleways / Verges: Both Coleshill Road and Chelmsley Lane provide 1.5m footways. Dropped kerbs are provided at designated pedestrian crossings. There are no cycle facilities within the vicinity of the site.			
Footpaths / Cyclepaths / Rights of Way: A public footpath bounds the northern boundary of the proposed site.			
Traffic Calming / Management Devices / Road Safety: There is no traffic calming within the vicinity of the site.			
Total Accidents	3	Total Casualties	4
Severity		Classification	
Fatal	0 (0%)	Driver	3 (75%)
Serious	0 (0%)	Passenger	0 (0%)
Slight	3 (100%)	Pedestrian	1 (25%)

Constraints:

<p>Vertical / Horizontal Alignment: Potential vertical alignment issues on Coleshill Road.</p>
<p>3rd Party Land: No issues were observed.</p>
<p>Environmental Issues (trees, hedgerows, walls, etc): Mature trees bound the site on both Coleshill Road and Chelmsley Lane.</p>
<p>Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc): None identified.</p>

Opportunities:

<p>Existing Access Points: A new access would be required.</p>
<p>Cycleways / Footways: The site is situated within an existing residential area. The site can be linked into the existing public footpath and the surrounding residential footways.</p>
<p>Railway Stations and / or Bus Stops (and routes): Bus stops are located approximately 200m from the site on Bickenhill Road. The nearest railway station is Marston Green, located approximately 0.1 miles from the site.</p>
<p>Access to the Strategic Highway Network: The site is easily accessible from M42 Junction 6 located to the south east of the site via Bickenhill Lane.</p>
<p>Proximity to Local Amenities: Marston Green Primary School is 0.2 miles from the site. Grace Academy is 0.4 miles from the site. Doctors surgery is 0.1 miles from the site. The nearest supermarket is 0.1 miles from the site.</p>

Detailed Observations:

<p>Speed Limits: 30mph on Coleshill Road. 30mph on Chelmsley Lane.</p>
<p>Visibility (existing): There is not an existing access.</p>
<p>Existing Speed Issues: None were observed.</p>
<p>HGV Content: Low levels of HGVs on Coleshill Road.</p>
<p>Congestion: No congestion was observed at the time of the site visit.</p>
<p>Lighting: Both Coleshill Road and Chelmsley Lane are fully lit.</p>

Public Transport:

<p>Interchange: Marston Green Railway Station is located 0.1 miles from the site.</p>
<p>Bus Routes (service numbers / frequencies): 71 - 20 mins Chelmsley Wood - Solihull Station 72 - 30 mins Birmingham - Solihull</p>
<p>Quality of Bus Shelters / Information: A bus stop pole and timetable are provided.</p>

Car Parking:

<p>On Street: None were observed.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: None were observed.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

COLESHILL ROAD/BICKENHILL ROAD/LAND LANE/STATION ROAD (TCR104) 2009

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

New access required. This will require a PICADY junction capacity assessment.
A new access could be located off Chelmsley Lane.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

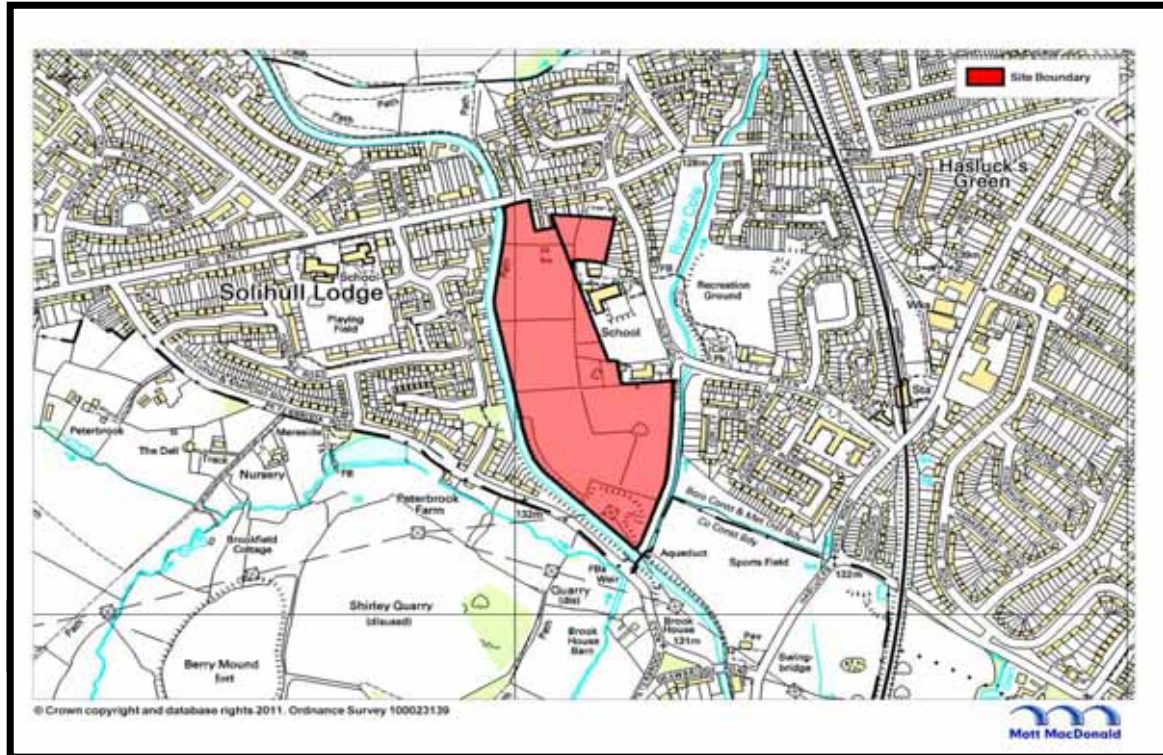
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 80.

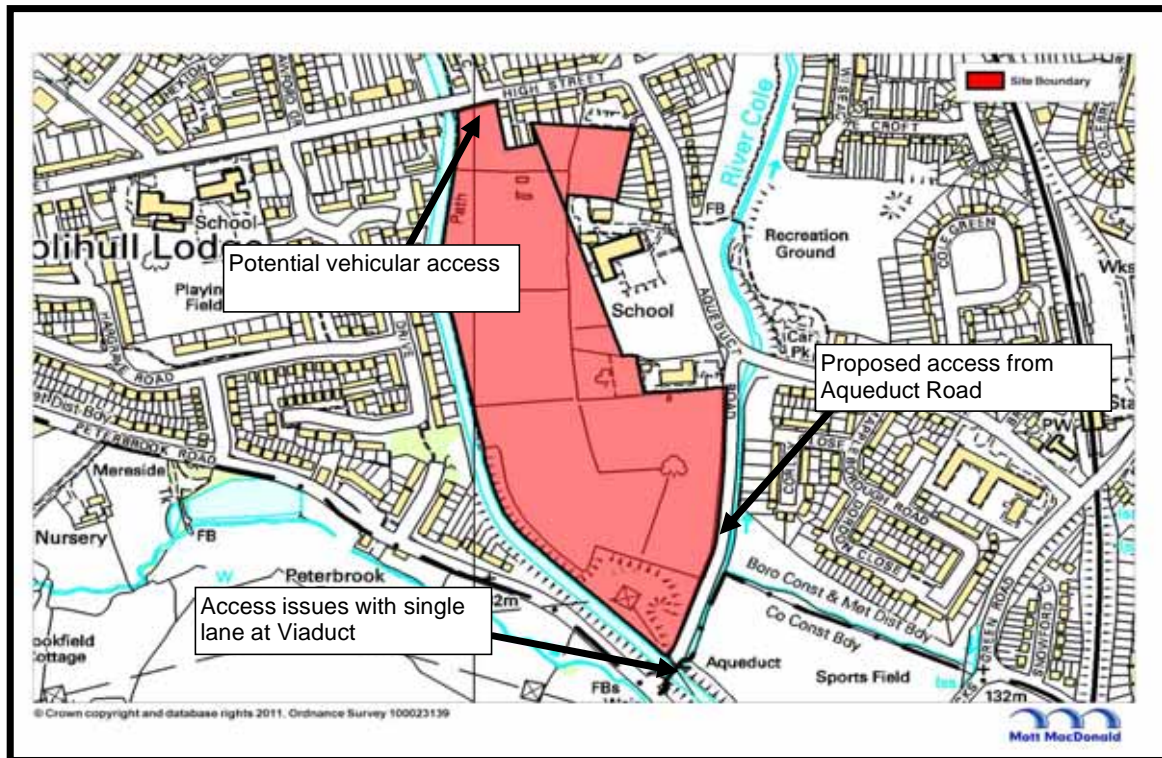
Site:
Reference Number: *H7*
Name: *Aqueduct Road, Solihull Lodge*
Development Details: *Residential*
Date of Site Visit: *8th June 2011*
Time of Site Visit: *09:15*
Weather Conditions: *Dry, overcast*
Postcode: *B90 1BT*

Strategic Location:



Approximately 4 miles to Solihull Town Centre.
Approximately 3 miles to M42 Junction 4.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

The traffic flows on Aqueduct Road are not significant.

Footways / Cycleways / Verges:

There are no footways along Aqueduct Road in the vicinity of the site.
2m footways and 3m grass verges are provided on High Street to the north of the site.
There are no cycle facilities within the vicinity of the site.

Footpaths / Cyclepaths / Rights of Way:

There is a towpath along the canal which bounds the site to the west.

Traffic Calming / Management Devices / Road Safety:

There is no traffic calming on Aqueduct Road.
Red road surfacing is situated on High Street within the vicinity of the site.

Total Accidents	9	Total Casualties	14
Severity		Classification	
Fatal	0 (0%)	Driver	8 (57.1%)
Serious	1 (11.1%)	Passenger	5 (35.7%)
Slight	8 (88.9%)	Pedestrian	1 (7.1%)

Constraints:

Vertical / Horizontal Alignment:

A bridge to the south of the site on Aqueduct Road reduces traffic to a single flow and restricts forward visibility.
There is a vertical gradient issue on Aqueduct Road affecting visibility.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

Mature trees are situated along the extents of Aqueduct Road.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were identified.

Opportunities:

Existing Access Points:

No existing access.

Cycleways / Footways:

Pedestrian and cycle access could be achieved from High Street.

Railway Stations and / or Bus Stops (and routes):

Bus stops are situated directly outside the site on High Street to the north. Additional stops are located on Green Lane. Shirley Railway Station is located approximately 0.4 miles from the site.

Access to the Strategic Highway Network:

The site has poor access to the strategic highway network.

Proximity to Local Amenities:

Mill Lodge Primary School is 0.1 miles from the site.
Hazel Oak School is 0.7 miles from the site.
The nearest doctors surgery is 0.5 miles from the site.
The nearest supermarket is 0.7 miles from the site.

Detailed Observations:

<p>Speed Limits: 30mph on High Street and Aqueduct Road.</p>
<p>Visibility (existing): No existing access.</p>
<p>Existing Speed Issues: None were observed.</p>
<p>HGV Content: None were observed.</p>
<p>Congestion: No congestion was observed at the time of the site visit.</p>
<p>Lighting: Street lighting is provided along High Street. Street lighting is not provided along Aqueduct Road within the vicinity of the site.</p>

Public Transport:

<p>Interchange: Shirley Railway Station is located approximately 0.4 miles from the site.</p>
<p>Bus Routes (service numbers / frequencies): S7 - Solihull - Dickens Heath (hourly) 49 - Solihull - Weoley Castle (every 20 minutes)</p>
<p>Quality of Bus Shelters / Information: A bus stop pole with timetable information.</p>

Car Parking:

<p>On Street: None were observed.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: None were observed.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

WINDMILL ROAD/HIGH STREET/AQUEDUCT ROAD (TCR1864) 2008
AQUEDUCT ROAD/PETERBROOK ROAD (TCR2288) 2009

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

There are potential issues with vehicular capacity at the aqueduct that need to be addressed. Access is most likely to be located off Aqueduct Road between the existing mature trees. A PICADY junction capacity assessment is required on the Green Lane / Aqueduct Road and High Street / Aqueduct Road junctions.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

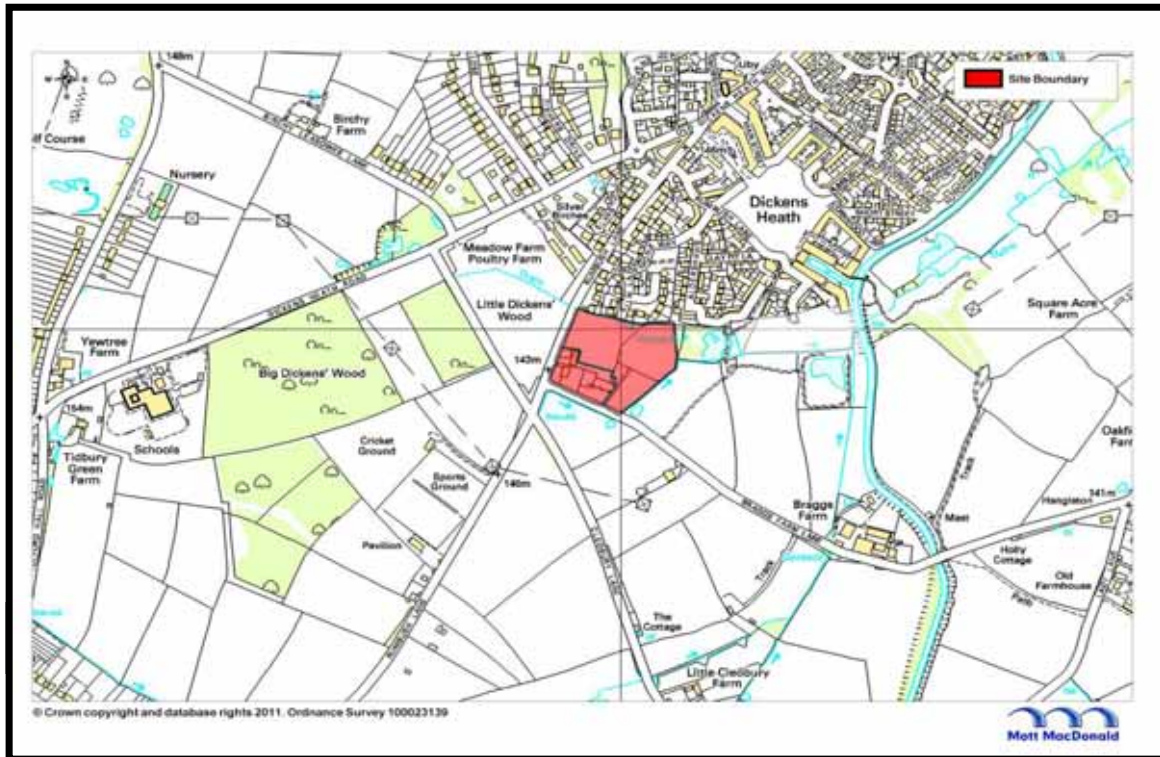
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 250.

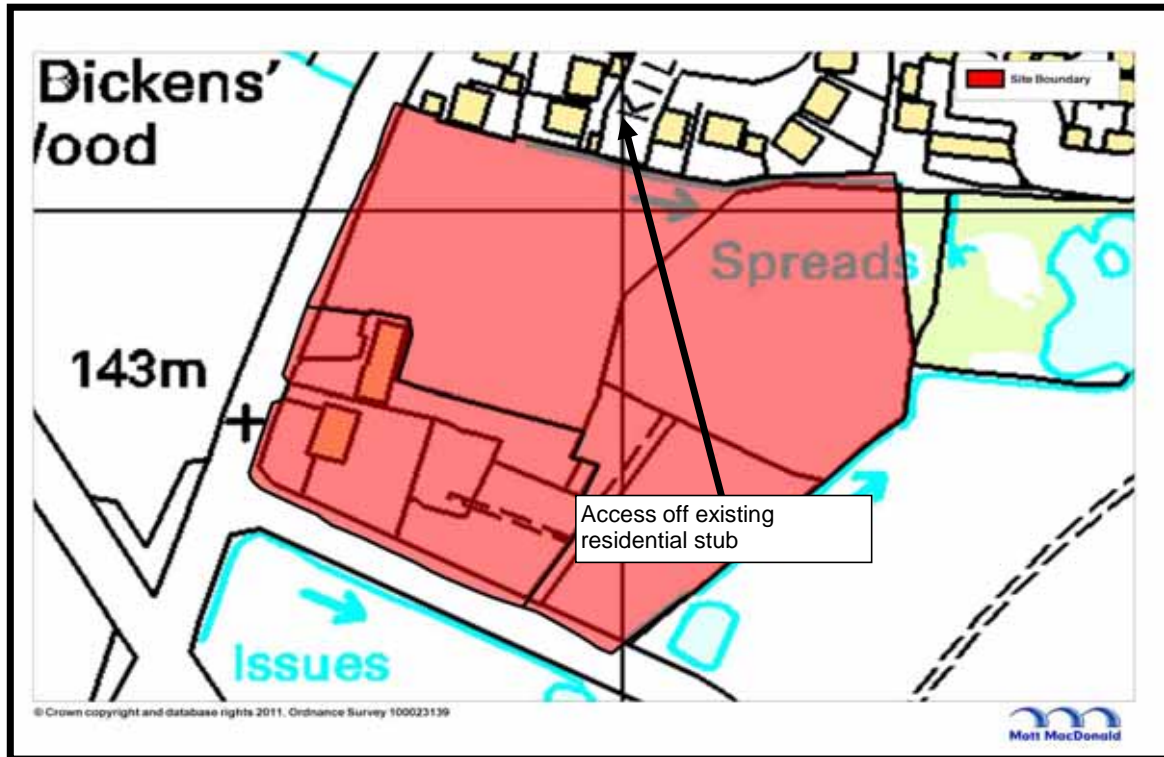
Site:
Reference Number: *H8*
Name: *Briggs Farm/Brickiln Farm, Dickens Heath*
Development Details: *Residential*
Date of Site Visit: *7th June 2011*
Time of Site Visit: *15:45*
Weather Conditions: *Dry, bright*
Postcode: *B90 1SH*

Strategic Location:



Approximately 4 miles to Solihull Town Centre.
 Approximately 3 miles to M42 Junction 4.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

The traffic levels around the site are not significant.

Footways / Cycleways / Verges:

There are no pedestrian/cycle facilities on Braggs Farm Lane or Rumbush Lane. Footways flank the extents of Kiln Lane and residential roads to the north of the site. There is a public footpath which runs through the site extending from Dickens Heath.

Footpaths / Cyclepaths / Rights of Way:

There is a towpath which bounds the canal to the east of the site, which links to the village of Dickens Heath.

Traffic Calming / Management Devices / Road Safety:

There are dragons teeth and 30mph roundels at the junction of Rumbush/Braggs Farm Lane.

Total Accidents	1	Total Casualties	1
Severity		Classification	
Fatal	0 (0%)	Driver	1 (100%)
Serious	0 (0%)	Passenger	0 (0%)
Slight	1 (100%)	Pedestrian	0 (0%)

Constraints:

Vertical / Horizontal Alignment:

No issues were observed.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

There are mature trees situated along Braggs Farm Lane.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

There are existing accesses to the fields from Braggs Farm Lane. However, it is considered that these accesses would not be suitable for a development. The best option would be to access the site through Dickens Heath to the north.

Cycleways / Footways:

Link the site into the footway network within Dickens Heath to the north.

Railway Stations and / or Bus Stops (and routes):

The nearest bus stop is approximately 500m from the site on Dickens Heath Road.

Access to the Strategic Highway Network:

Good access to strategic highway network with direct access to the A34 and close proximity to the M42 Junction 4.

Proximity to Local Amenities:

Dickens Heath Primary School is located 0.4 miles from the site.

Light Hall School is 1.2 miles from the site

The nearest doctors surgery to the site is 0.3 miles

The nearest supermarket to the site is in Dickens Heath.

Detailed Observations:

<p>Speed Limits: 30mph on roads surrounding the site.</p>
<p>Visibility (existing): No issues were observed.</p>
<p>Existing Speed Issues: No issues were observed.</p>
<p>HGV Content: Low levels of HGVs were observed on the surrounding roads.</p>
<p>Congestion: The surrounding roads are busy at peak periods.</p>
<p>Lighting: Braggs Farm Lane and Rumbush Lane are not lit within the vicinity of the site.</p>

Public Transport:

<p>Interchange: Widney Manor Railway Station is 0.8 miles from the site.</p>
<p>Bus Routes (service numbers / frequencies): S7 - Solihull - Dickens Heath (hourly)</p>
<p>Quality of Bus Shelters / Information: A bus stop pole with timetable information.</p>

Car Parking:

<p>On Street: Observed on Kiln Lane.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: The development traffic is to be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

RUMBUSH LANE/CLEOBURY LANE (TCR15015) 2009

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

Link into existing stub off Kiln Lane.

New footway along Rumbush Lane linking to existing footway into Dickens Heath village centre.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

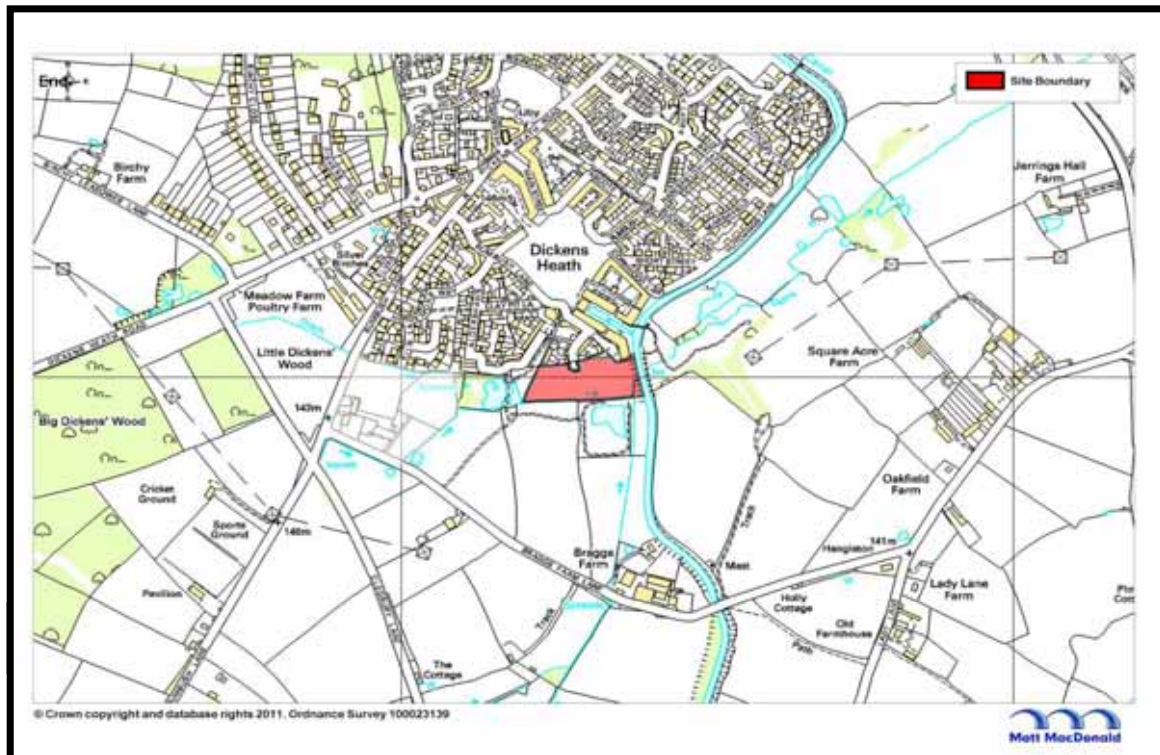
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 65.

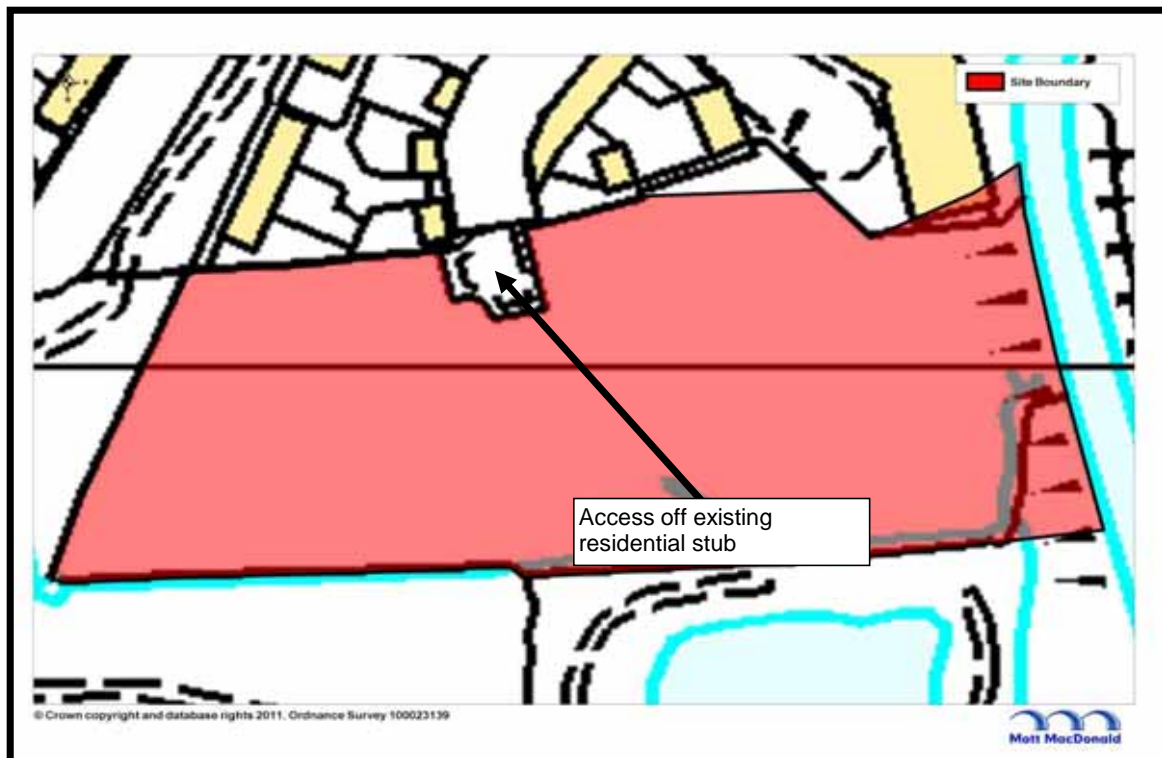
Site:
Reference Number: *H9*
Name: *Griffin Lane, Dickens Heath*
Development Details: *Residential*
Date of Site Visit: *7th June 2011*
Time of Site Visit: *15:55*
Weather Conditions: *Dry, bright*
Postcode: *B90 1SH*

Strategic Location:



Approximately 4 miles to Solihull Town Centre.
Approximately 3 miles to M42 Junction 4.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

The traffic levels around the site are not significant.

Footways / Cycleways / Verges:

There is an extensive network of 2m wide footways along the roads which flank Dickens Heath to the north of the site.

Footpaths / Cyclepaths / Rights of Way:

The canal which bounds the east of the site has a towpath.

There is a public footpath which runs through the centre of the site which links to the Stratford-upon-Avon Canal.

Traffic Calming / Management Devices / Road Safety:

There is no traffic calming within the vicinity of the site.

Total Accidents	0	Total Casualties	0
Severity		Classification	
Fatal	0	Driver	0
Serious	0	Passenger	0
Slight	0	Pedestrian	0

Constraints:

Vertical / Horizontal Alignment:

No issues were observed.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

No issues were observed.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

Access to the site can be achieved from a stub on Rumbush Lane, which runs through Dickens Heath.

Cycleways / Footways:

The site can be easily connected to Dickens Heath.

Railway Stations and / or Bus Stops (and routes):

Widney Manor station is 0.7 miles from the site.

The nearest bus stop, which is approximately 600m from the site, is easily accessible through Dickens Heath.

Access to the Strategic Highway Network:

Good access to the strategic highway network with direct access to the A34 and close proximity to the M42 Junction 4.

Proximity to Local Amenities:

Dickens Heath Primary School is located 0.3 miles from the site.

Light Hall School is 1 mile from the site.

The nearest doctors surgery to the site is 0.3 miles.

The nearest supermarket is in Dickens Heath.

Detailed Observations:

<p>Speed Limits: 30mph on Rumbush Lane (with speed humps).</p>
<p>Visibility (existing): Access would be taken off Rumbush Lane. Visibility would not be an issue.</p>
<p>Existing Speed Issues: No issue observed.</p>
<p>HGV Content: Low levels of HGVs observed.</p>
<p>Congestion: Congestion is significant around Dickens Heath during the peak periods.</p>
<p>Lighting: Fully lit.</p>

Public Transport:

<p>Interchange: Widney Manor Railway Station is approximately 0.7 miles from the site.</p>
<p>Bus Routes (service numbers / frequencies): S7 - Solihull - Dickens Heath (hourly)</p>
<p>Quality of Bus Shelters / Information: Bus stop pole with timetable information.</p>

Car Parking:

<p>On Street: Some observed. The level of on street parking may increase during the evening as residents return from work.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: Development traffic is to be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

RUMBUSH LANE/RUMBUSH LANE (TCR2546) 2009

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

Link access into the existing stub off Rumbush Lane.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

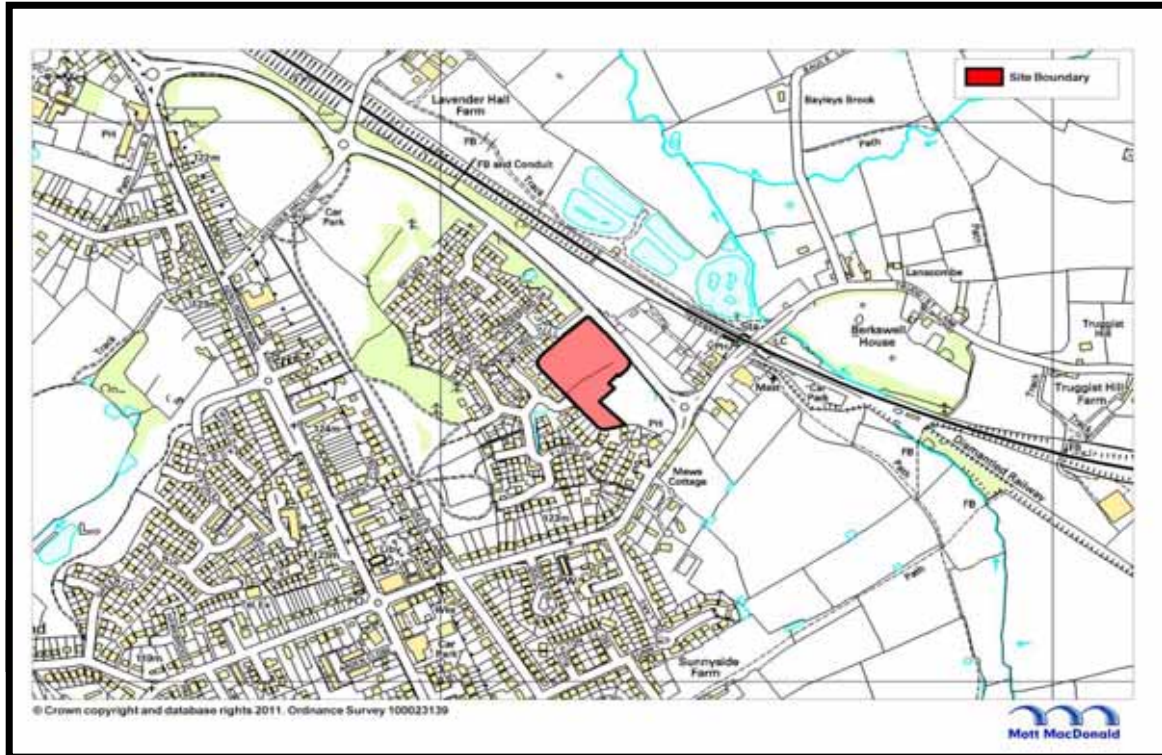
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 50.

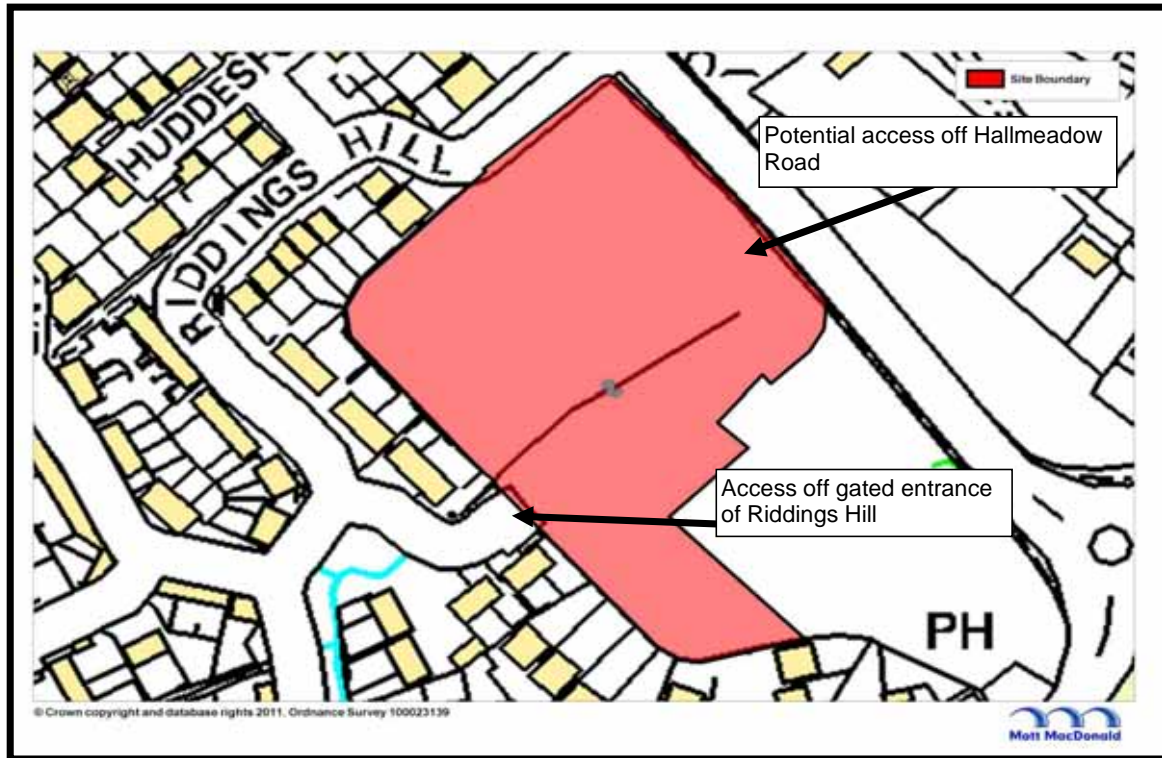
Site:
Reference Number: *H10*
Name: *Riddings Hill, Balsall Common*
Development Details: *Residential*
Date of Site Visit: *8th June 2011*
Time of Site Visit: *10:15*
Weather Conditions: *Wet, overcast*
Postcode: *CV7 7RA*

Strategic Location:



Approximately 8 miles to Solihull Town Centre.
 Approximately 6 miles to M42 Junction 6.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:			
Hallmeadow Road acts as a local distributor road and is lightly trafficked.			
Footways / Cycleways / Verges:			
2.5m footways with 2m grass verges are provided along Hallmeadow Road within the vicinity of the site.			
2m footways are provided internally within the Riddings Hill residential development.			
The footway along the extents of Hallmeadow Road acts as a shared surface for cycles.			
Footpaths / Cyclepaths / Rights of Way:			
There are public footpaths to the north of the Riddings Hill development.			
Traffic Calming / Management Devices / Road Safety:			
There are raised speed humps within the vicinity of the development site on Hallmeadow Road.			
Total Accidents	0	Total Casualties	0
Severity		Classification	
Fatal	0	Driver	0
Serious	0	Passenger	0
Slight	0	Pedestrian	0

Constraints:

Vertical / Horizontal Alignment:

There is a steep verge into the site from Hallmeadow Road.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

There is extensive vegetation flanking Hallmeadow Road within the vicinity of the site.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

There is a stub off Riddings Hill or possible access via Hallmeadow Road.

Cycleways / Footways:

The site can be easily connected to the surrounding residential roads and the shared surface on Hallmeadow Road.

Railway Stations and / or Bus Stops (and routes):

The site is located approximately 200m from Berkswell Railway Station.

Access to the Strategic Highway Network:

The site provides good access to the strategic highway network. The A452 provides a link to the A45 and M42 Junction 6 to the north.

Proximity to Local Amenities:

Balsall Common Primary School is located 0.7 miles from the site.

Heart of England School is 0.6 miles from the site.

The nearest doctors surgery to the site is 0.25 miles.

The nearest supermarket to the site is 0.3 miles.

Detailed Observations:

<p>Speed Limits: 30mph on surrounding residential streets.</p>
<p>Visibility (existing): No issues were observed.</p>
<p>Existing Speed Issues: No issues were observed.</p>
<p>HGV Content: On site observations indicated minimal HGV traffic flow.</p>
<p>Congestion: No congestion was observed at the time of the site visit.</p>
<p>Lighting: Hallmeadow Road is fully lit.</p>

Public Transport:

<p>Interchange: Berkswell Railway Station is approximately 200m from the site. The nearest bus stop is located approximately 900m from the site</p>
<p>Bus Routes (service numbers / frequencies): 81 - Coventry - Berkswell (hourly) S2A/S2C - Solihull - Balsall Common (hourly)</p>
<p>Quality of Bus Shelters / Information: There is a sheltered bus stop with a timetable.</p>

Car Parking:

<p>On Street: On street parking observed on Riddings Hill.</p>
<p>Capacity / Occupancy: Further analysis required to establish whether there are any capacity or occupancy issues.</p>
<p>Locations: The development traffic will be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

There appears to be a new access being constructed at Hallmeadow Road for an adjacent development. We are unsure if this is to be used for the housing site. If not, the siting of the new access may make it difficult to have a second access in this location. There is an access off Riddings Hill. A PICADY assessment is required for the Riddings Hill / Hallmeadow Road junction.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

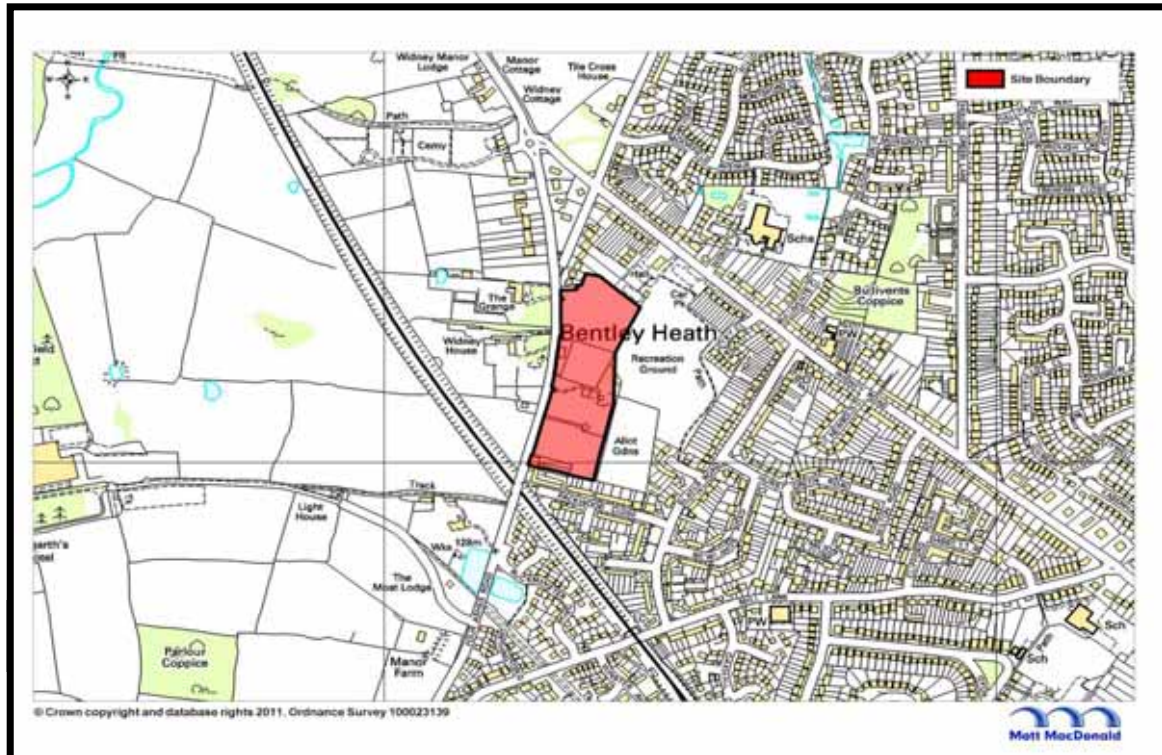
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 65.

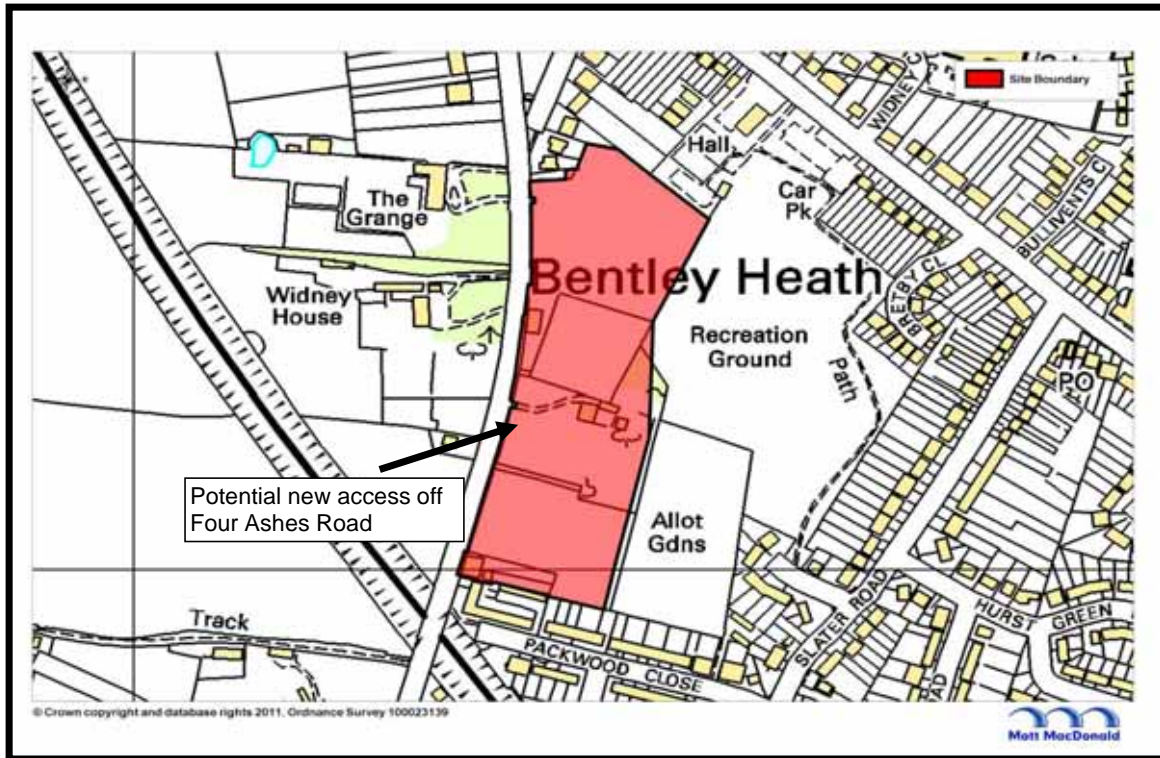
Site:
Reference Number: *H11*
Name: *Four Ashes Road, Bentley Heath*
Development Details: *Residential*
Date of Site Visit: *8th June 2011*
Time of Site Visit: *10:40*
Weather Conditions: *Dry, bright*
Postcode: *B93 8LU*

Strategic Location:



Approximately 3 miles to Solihull Town Centre.
Approximately 2 miles to M42 Junction 5.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:
Four Ashes Road acts as a local distributor road and traffic flows are not significant.

Footways / Cycleways / Verges:
The footway on the eastside of Four Ashes Road has substandard width (no footway on the westside). There are no cycle facilities within the vicinity of the site.

Footpaths / Cyclepaths / Rights of Way:
There are no public rights of way or cycleways within the vicinity of the site.

Traffic Calming / Management Devices / Road Safety:

Total Accidents	1	Total Casualties	1
Severity		Classification	
Fatal	0 (0%)	Driver	0 (0%)
Serious	0 (0%)	Passenger	1 (100%)
Slight	1 (100%)	Pedestrian	0 (0%)

Constraints:

Vertical / Horizontal Alignment:

No issues were observed.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

Mature trees flank Four Ashes Road.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

There is an existing farm access to the site.

Cycleways / Footways:

There are no cycle facilities within the vicinity of the site.

Railway Stations and / or Bus Stops (and routes):

The nearest bus stop is located approximately 400m to the north of the site on Widney Road.

The bus services link Solihull to Dorridge, Balsall Heath and Hockley Heath.

The nearest railway station is Widney Manor which is 0.8 miles from the site.

Access to the Strategic Highway Network:

The site provides a good access to M42 Junction 4 which is accessed via the Stratford Road.

Proximity to Local Amenities:

Bentley Heath Primary School is located 0.2 miles from the site.

Arden School is located 1 mile from the site.

The nearest doctors surgery is 0.8 miles from the site.

The nearest supermarket is 1 mile from the site.

Detailed Observations:

<p>Speed Limits: 40mph on Four Ashes Road.</p>
<p>Visibility (existing): Manual for Streets visibility requirements should be achieved for a new access point off Four Ashes Road.</p>
<p>Existing Speed Issues: Excessive speeding was observed during the site visit.</p>
<p>HGV Content: HGV flows on the surrounding roads is low.</p>
<p>Congestion: No congestion was observed at the time of the site visit.</p>
<p>Lighting: Street lighting on Four Ashes Road is irregular within the vicinity of the site.</p>

Public Transport:

<p>Interchange: Widney Manor Railway Station is located approximately 0.8 miles from the site.</p>
<p>Bus Routes (service numbers / frequencies): S2 - Solihull - Dorridge (hourly) S3 - Solihull - Hockley Heath (half hourly to hourly) S2A/C - Solihull - Balsall Common (hourly)</p>
<p>Quality of Bus Shelters / Information: A bus stop pole and timetable are provided.</p>

Car Parking:

<p>On Street: No issues were observed.</p>
<p>Capacity / Occupancy: Not applicable.</p>
<p>Locations: Not applicable.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

WIDNEY MANOR ROAD/WIDNEY ROAD/FOUR ASHES ROAD/CEMETERY ENTRANCE
(TCN1454) 2009

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

New access will require a PICADY junction capacity assessment.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

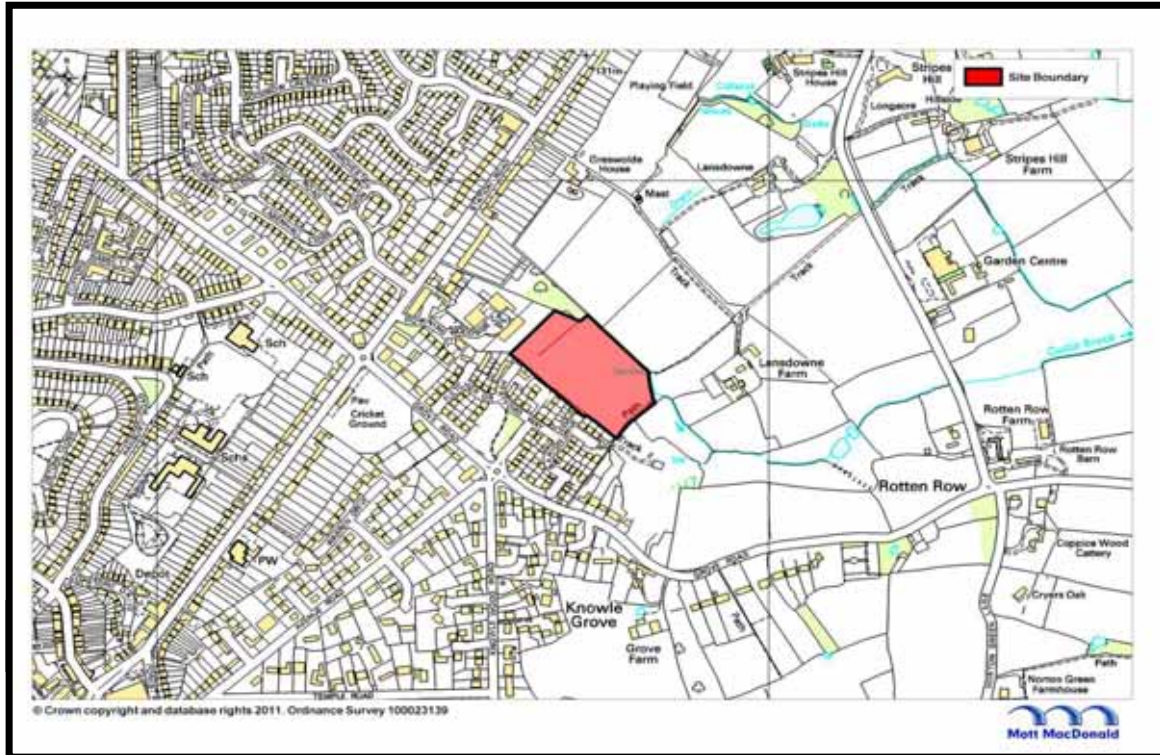
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 150.

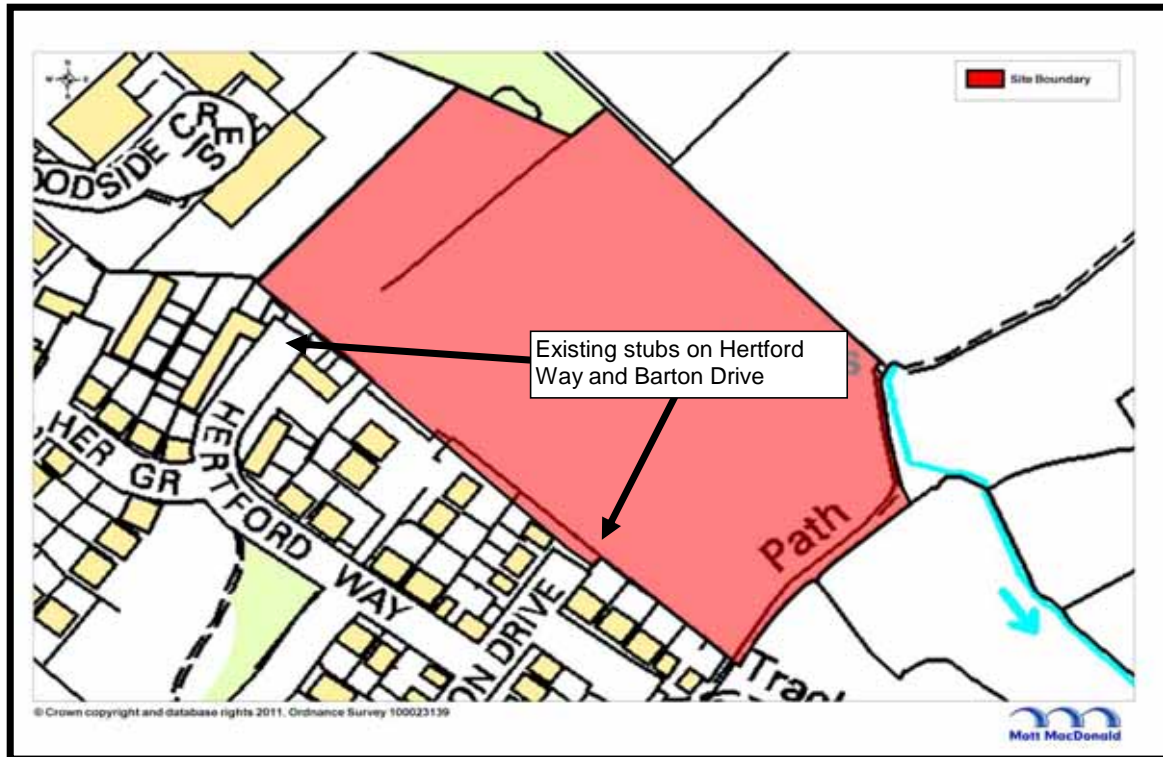
Site:
Reference Number: *H12*
Name: *Middlefield, Knowle*
Development Details: *Residential*
Date of Site Visit: *8th June 2011*
Time of Site Visit: *11:10*
Weather Conditions: *Dry, bright*
Postcode: *B93 0PD*

Strategic Location:



Approximately 4 miles to Solihull Town Centre.
 Approximately 2 miles to M42 Junction 5.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

The level of traffic on the surrounding highway network is not significant.

Footways / Cycleways / Verges:

Pedestrian / cycle provision is good. 2m wide footways are provided along the surrounding roads, in addition to Station Road. Dropped kerbs are provided at crossing points over Station Road.

Footpaths / Cyclepaths / Rights of Way:

There is no existing public rights of way or cycleways near the site.

Traffic Calming / Management Devices / Road Safety:

There is no traffic calming within the vicinity of the site.

Total Accidents	0	Total Casualties	0
Severity		Classification	
Fatal	0	Driver	0
Serious	0	Passenger	0
Slight	0	Pedestrian	0

Constraints:

Vertical / Horizontal Alignment:

No issues were observed.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

No issues were observed.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

There is no existing access to the site.
Access to the site can be achieved through a stub from Hertford Way.

Cycleways / Footways:

The site would be well connected to the existing footway network within the surrounding residential area.

Railway Stations and / or Bus Stops (and routes):

The nearest bus stops are located approximately 200m from the site on Station Road.
The bus routes provide services between Solihull and Dorridge / Balsall Common / Hockley Heath.

Dorridge Railway Station is located 0.6 miles from the site.

Access to the Strategic Highway Network:

The site has good access to the M42 Junction 5 via the A4141.

Proximity to Local Amenities:

St George and St Teresa Primary School is 0.3 miles from the site.
Arden School is 0.3 miles from the site.
The nearest doctors surgery is 0.15 miles from the site.
The nearest supermarket is 0.6 miles from the site.

Detailed Observations:

<p>Speed Limits: 30mph on Hertford Way and Barton Drive.</p>
<p>Visibility (existing): No issues were observed.</p>
<p>Existing Speed Issues: No issues were observed.</p>
<p>HGV Content: Due to the residential nature of the area there was no HGV content.</p>
<p>Congestion: No congestion was observed at the time of the site visit.</p>
<p>Lighting: The area is fully lit.</p>

Public Transport:

<p>Interchange: The site is located approximately 0.6 miles from Dorridge Railway Station</p>
<p>Bus Routes (service numbers / frequencies): S2 - Solihull - Dorridge (hourly) S3 - Solihull - Hockley Heath (half hourly to hourly) S2A/C - Solihull - Balsall Common (hourly)</p>
<p>Quality of Bus Shelters / Information: A bus stop pole and timetable are provided.</p>

Car Parking:

<p>On Street: Some observed but minimal</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: All parking will be within the curtilage of the development.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES

NO

Are further traffic surveys required?

YES

NO

If yes, details:

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

No mitigation was identified.

Is junction modelling recommended?

YES

NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority)

YES

NO

LinSig / TRANSYT (signalised junction or roundabout)

YES

NO

Microsimulation (wider network or complex junction)

YES

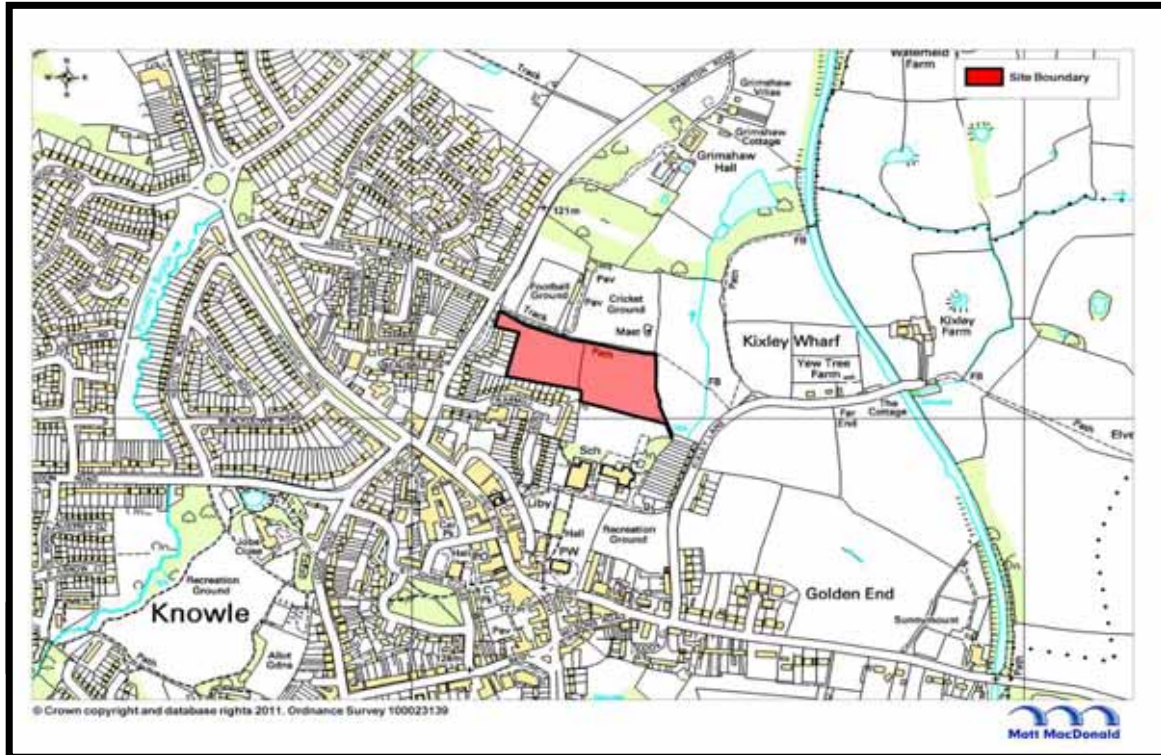
NO

Other Comments / Considerations:

Estimated dwellings: 115.

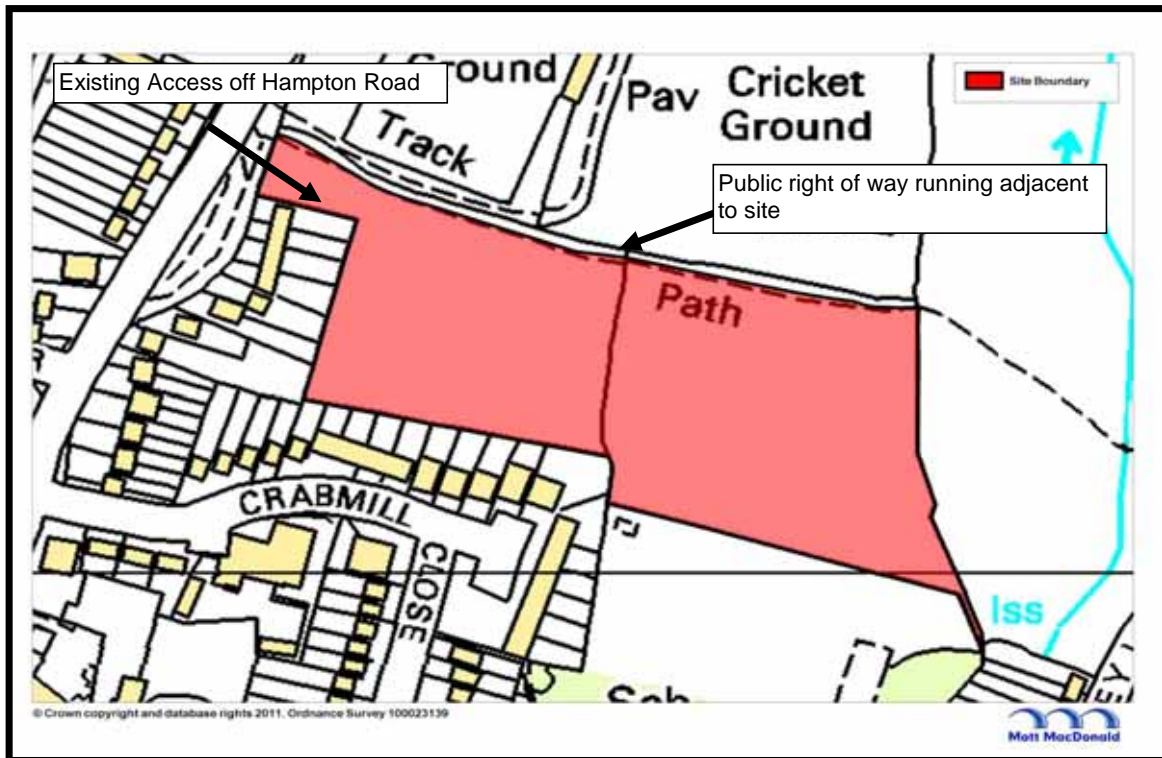
Site:
Reference Number: *H13*
Name: *Hampton Road, Knowle*
Development Details: *Residential*
Date of Site Visit: *8th June 2011*
Time of Site Visit: *14:00*
Weather Conditions: *Dry, bright*
Postcode: *B93 0NT*

Strategic Location:



Approximately 2.5 miles to Solihull Town Centre
 Approximately 1 mile to M42 Junction 5

Detailed Site Location:



Highway Environment:

General Traffic Conditions:			
Traffic flows on Hampton Road are not significant. Access is shared with Knowle football and cricket teams.			
Footways / Cycleways / Verges:			
There are 2m footways and 3 to 4m grass verges between the carriageway and the footway.			
Footpaths / Cyclepaths / Rights of Way:			
A public right of way borders the development site along the northern edge. This would need to be designed into the residential scheme.			
Traffic Calming / Management Devices / Road Safety:			
There is no traffic calming within the vicinity of the site.			
Severity		Classification	
Fatal	0 (0%)	Driver	2 (100%)
Serious	0 (0%)	Passenger	0 (0%)
Slight	2 (100%)	Pedestrian	0 (0%)

Constraints:

Vertical / Horizontal Alignment:

Issue with mature trees near the site access.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

There are mature trees close to the access point.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

Existing access is shared with adjacent sports teams. This is not seen as an issue. Visibility to the right partially obscured by mature trees.

Cycleways / Footways:

The site will be well connected to the existing footway network of the surrounding residential area.

Railway Stations and / or Bus Stops (and routes):

The nearest bus stop is located 200m from the site on the A4141 Warwick Road. The local bus routes connect Solihull with Leamington Spa, Hockley Heath and Beausale & Honiley.

Dorridge Railway Station is approximately 1.6 miles from the site.

Access to the Strategic Highway Network:

Good access to the M42 Junction 5 can be achieved via the A4141 Warwick Road.

Proximity to Local Amenities:

Knowle Primary School is located approximately 0.3 miles from the site.

Arden School is located 0.6 miles from the site.

The nearest doctors surgery is 0.14 miles from the site.

The nearest supermarket is 0.1 miles from the site.

Detailed Observations:

<p>Speed Limits: 30mph on surrounding residential roads.</p>
<p>Visibility (existing): No issues were observed.</p>
<p>Existing Speed Issues: None issues were observed.</p>
<p>HGV Content: HGV traffic is minimal.</p>
<p>Congestion: No congestion was observed at the time of the site visit.</p>
<p>Lighting: Hampton Road is fully lit.</p>

Public Transport:

<p>Interchange: Dorridge Railway Station is 1.6 miles from the site.</p>
<p>Bus Routes (service numbers / frequencies): 60 - Solihull - Leamington (infrequent) 514 - Solihull - Beausale & Honiley (infrequent) S3 - Solihull - Hockley Heath (half hourly to hourly)</p>
<p>Quality of Bus Shelters / Information: A bus stop pole with a timetable is provided.</p>

Car Parking:

<p>On Street: Some on street parking observed on Hampton Road. Not deemed detrimental to the development of the site.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: No on street parking observed.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

WARWICK ROAD/HAMPTON ROAD/HIGH STREET/LODGE ROAD (TCN1413) 2007

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

Potential conflict of access points between the sports ground and the proposed housing allocation site. The junction can be formalised to reduce the conflict points and improved as part of the residential development.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

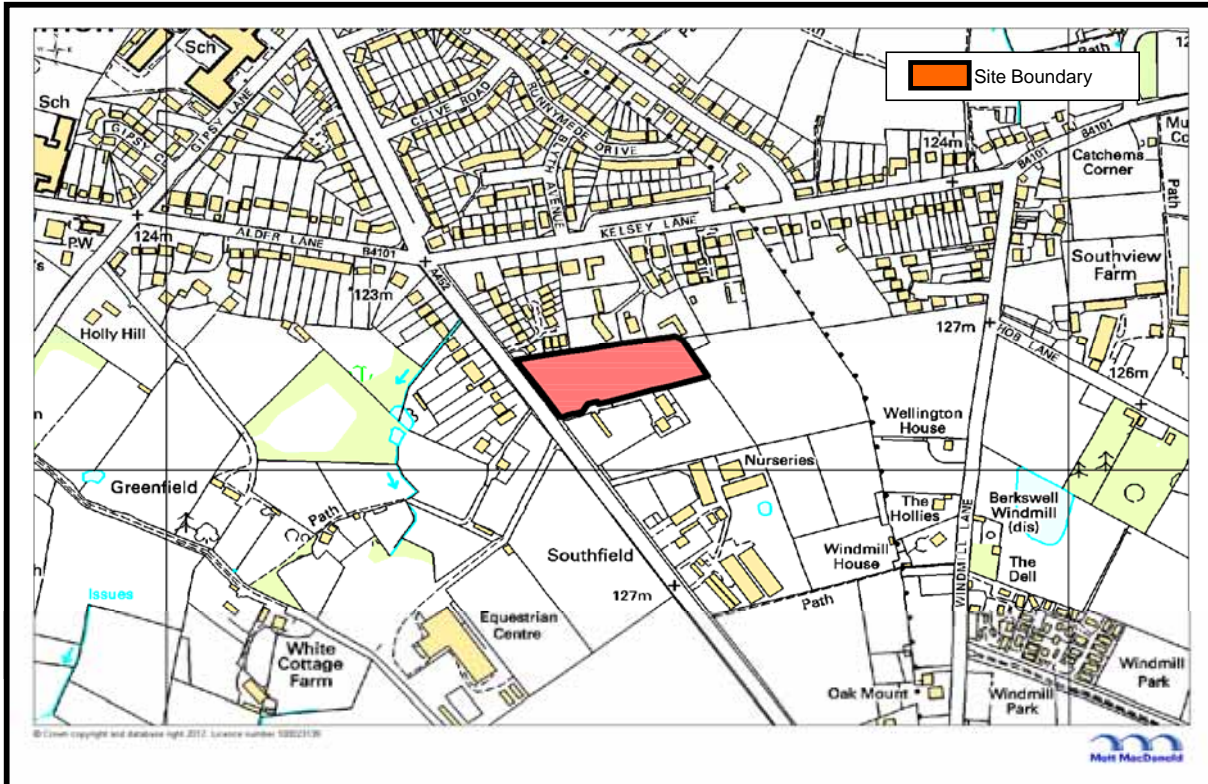
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 100.

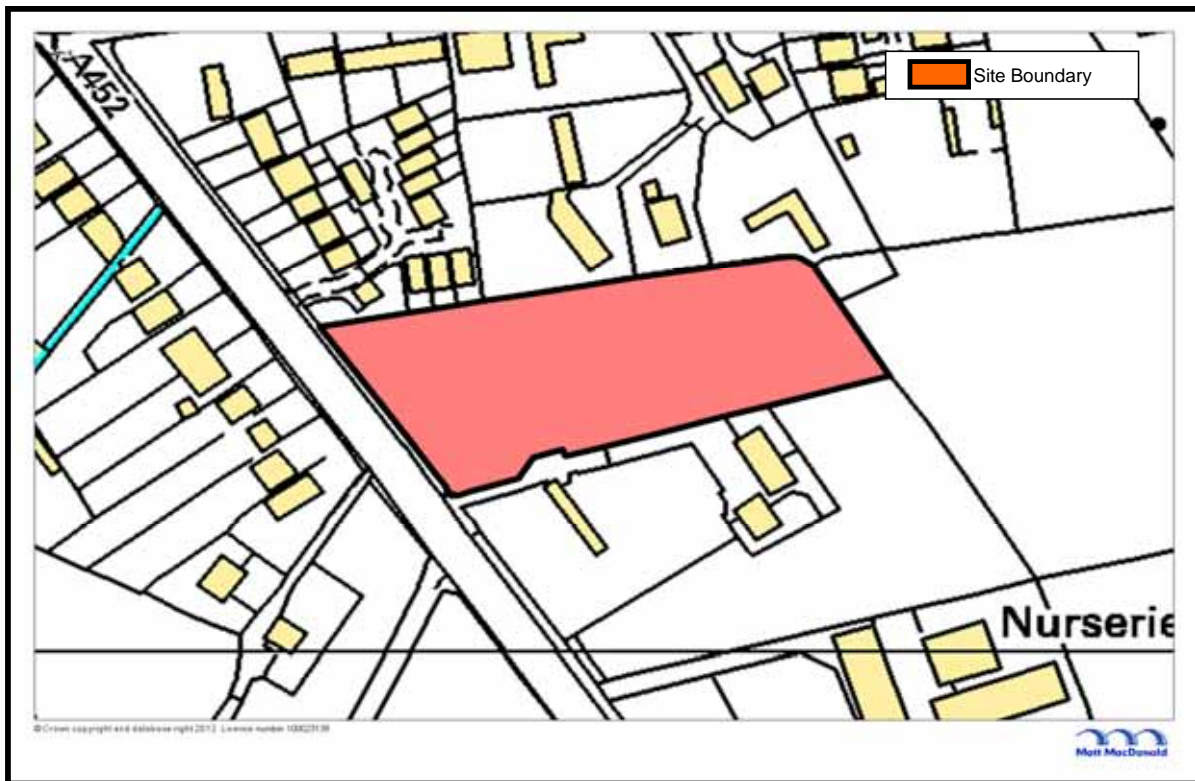
Site:
Reference Number: *H14*
Name: *Kenilworth Road, Balsall Common*
Development Details: *Housing*
Date of Site Visit: *01-Nov-11*
Time of Site Visit: *08:25*
Weather Conditions: *Dry*
Postcode: *CV7 7HB*

Strategic Location:



Located on the Kenilworth Road (A452).
 Approximately 5 miles south east from the M42 Junction 6.
 Approximately 7 miles from Solihull Town Centre.

Detailed Site Location:



Highway Environment:

Traffic levels are typically low during off peak periods reflecting the semi rural nature of the area. However, traffic flows increase during peak periods.

Footways / Cycleways / Verges:

Footways with grass verges flank Kenilworth Road. However, the footways are narrow, 0.5m in sections.

Footpaths / Cyclepaths / Rights of Way:

There are no footpaths or cycleways within the vicinity of the site.

Traffic Calming / Management Devices / Road Safety:

There are no traffic safety measures within the vicinity of the site.

Total Accidents	5	Total Casualties	8
Severity		Classification	
Fatal	0	Driver	5
Serious	0	Passenger	3
Slight	5	Pedestrian	0

Constraints:

Vertical / Horizontal Alignment:

No issues.

3rd Party Land:

Existing gated access to the site is located adjacent to an existing access to residential buildings (southern border of the site). It is assumed that the access is privately owned.

Environmental Issues (trees, hedgerows, walls, etc):

There are hedgerows and mature trees, which flank the extents of Kenilworth Road within the vicinity of the site. A ditch is also located between Kenilworth Road and the site boundary.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

None observed.

Opportunities:

Existing Access Points:

There is one existing access point, but this is located adjacent to an existing private residential access road. Consideration could be given to a new access to the site.

Cycleways / Footways:

Improve footway widths linking the site to the centre of Balsall Common.

Railway Stations and / or Bus Stops (and routes):

There are bus stops located approximately 250m to the north of the site on Kelsey Lane.

Access to the Strategic Highway Network:

The site is located on the A452 Kenilworth Road, which extends north to M42 Junction 6. The M42 links to both the M6 and M40.

Proximity to Local Amenities:

Balsall Common Primary School is 0.3 miles from the site.
Heart of England Secondary School is 0.3 miles from the site.
The nearest supermarket is 0.6 miles from the site.
Doctors surgery is 0.6 miles from the site.

Detailed Observations:

<p>Speed Limits: Kenilworth Road has a 30mph Speed limit in the vicinity of the site. Further to the south, the speed limit increases to 50mph.</p>
<p>Visibility (existing): No issues were observed.</p>
<p>Existing Speed Issues: No issues were observed.</p>
<p>HGV Content: The level of HGVs on the surrounding road network is minimal.</p>
<p>Congestion: Minimal congestion during the peak periods.</p>
<p>Lighting: Kenilworth Road is not lit within the vicinity of the site.</p>

Public Transport:

<p>Interchange: The site is 0.8 miles from Berkswell Railway Station.</p>
<p>Bus Routes (service numbers / frequencies): 81 - Berkswell - Coventry via Tile Hill South - hourly service</p>
<p>Quality of Bus Shelters / Information: A pole and timetable are provided.</p>

Car Parking:

<p>On Street: No issues were observed.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: The development traffic is to be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

The impact of the development on the site access needs to be demonstrated.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

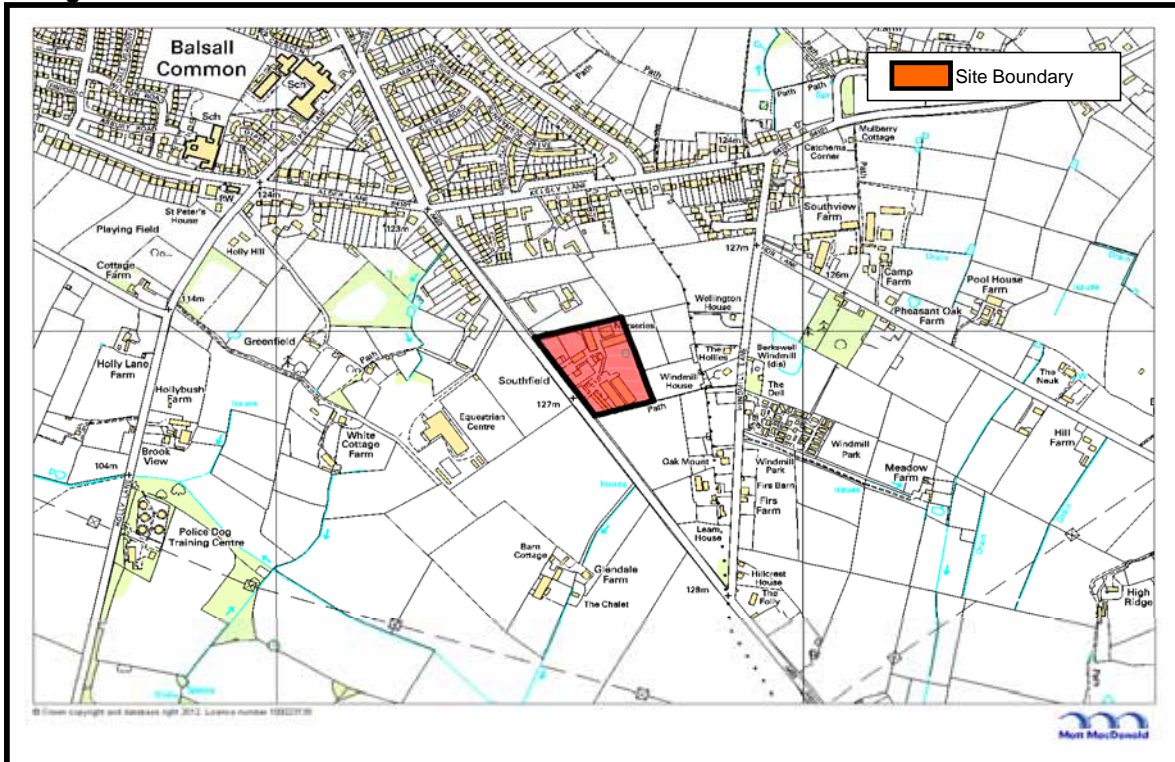
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 45.

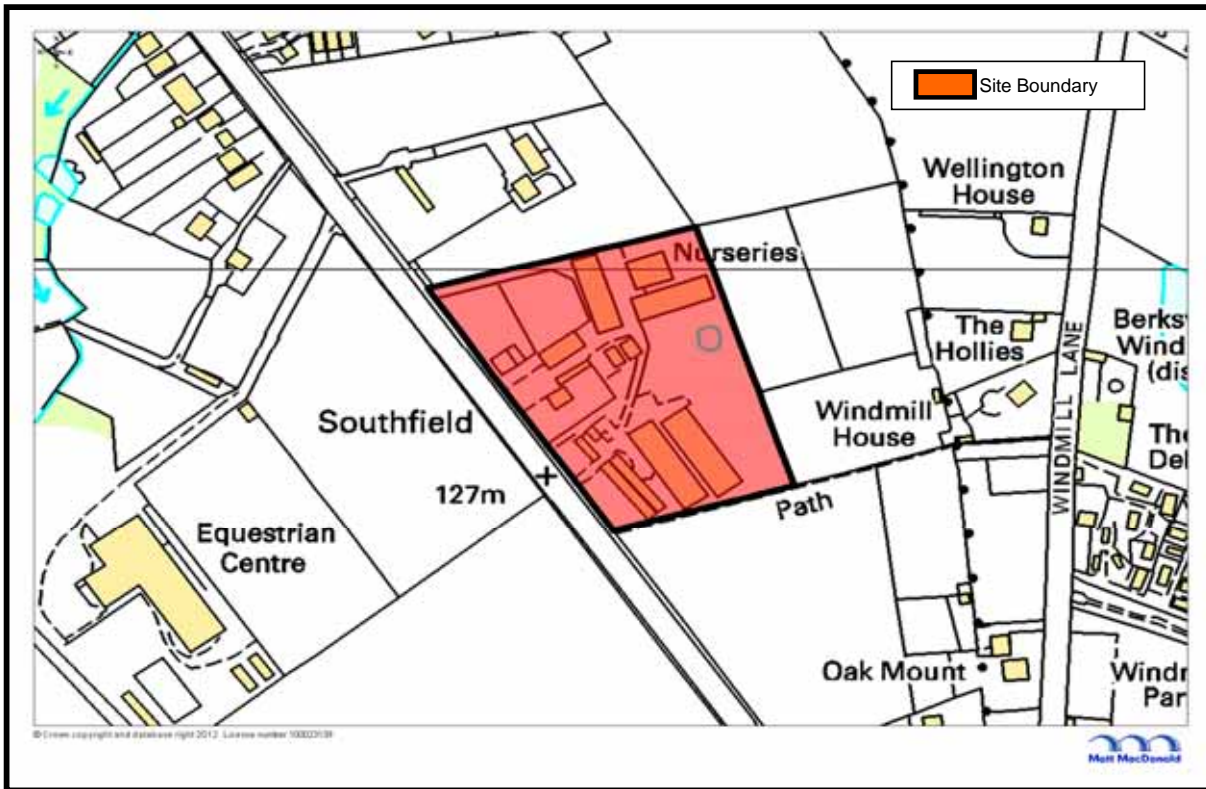
Site:
Reference Number: *H15*
Name: *Kenilworth Road, Balsall Common*
Development Details: *Housing*
Date of Site Visit: *01-Nov-11*
Time of Site Visit: *08:25*
Weather Conditions: *Dry*
Postcode: *CV7 7HB*

Strategic Location:



Located on the Kenilworth Road (A452).
 Approximately 5 miles south east from the M42 Junction 6.
 Approximately 7 miles from Solihull Town Centre.

Detailed Site Location:



Highway Environment:

Traffic levels are typically low during off peak periods. However, traffic flows do increase during peak periods.

Footways / Cycleways / Verges:

Footways with grass verges flank Kenilworth Road. However, the footways are narrow (0.5m wide in sections).

Footpaths / Cyclepaths / Rights of Way:

There are no footpaths or cycleways within the vicinity of the site.

Traffic Calming / Management Devices / Road Safety:

There are no traffic safety measures within the vicinity of the site.

Total Accidents	5	Total Casualties	8
Severity		Classification	
Fatal	0	Driver	5
Serious	0	Passenger	3
Slight	5	Pedestrian	0

Constraints:

Vertical / Horizontal Alignment:

No issues were observed.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

Hedgerows and mature trees flank Kenilworth Road in the vicinity of the site.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

There are two existing access points to the nursery. The northern access would be the better location for a proposed access.

Cycleways / Footways:

Improve footway widths linking the site to the centre of Balsall Common.

Railway Stations and / or Bus Stops (and routes):

There are bus stops located approximately 250m to the north of the site on Kelsey Lane.

Access to the Strategic Highway Network:

The site is located on the A452 Kenilworth Road, which extends north to M42 Junction 6. The M42 links to both the M6 and M40.

Proximity to Local Amenities:

Balsall Common Primary School is 0.3 miles from the site.
Heart of England Secondary School is 0.3 miles from the site.
The nearest supermarket is 0.6 miles from the site.
The nearest doctors surgery is 0.6 miles from the site.

Detailed Observations:

<p>Speed Limits: Kenilworth Road has a 30mph speed limit in the vicinity of the site. This increases to 50mph to the south of the site.</p>
<p>Visibility (existing): No issues were observed.</p>
<p>Existing Speed Issues: No issues were observed.</p>
<p>HGV Content: The level of HGVs is minimal.</p>
<p>Congestion: Congestion during the peak periods is not significant.</p>
<p>Lighting: Kenilworth Road is not lit within the vicinity of the site.</p>

Public Transport:

<p>Interchange: The site is 0.8 miles from Berkswell Railway Station.</p>
<p>Bus Routes (service numbers / frequencies): 81 - Berkswell - Coventry via Tile Hill South - hourly service</p>
<p>Quality of Bus Shelters / Information: A pole and timetable are provided</p>

Car Parking:

<p>On Street: No issues were observed.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: The development traffic is to be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

Impact at site access to be demonstrated.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 110.

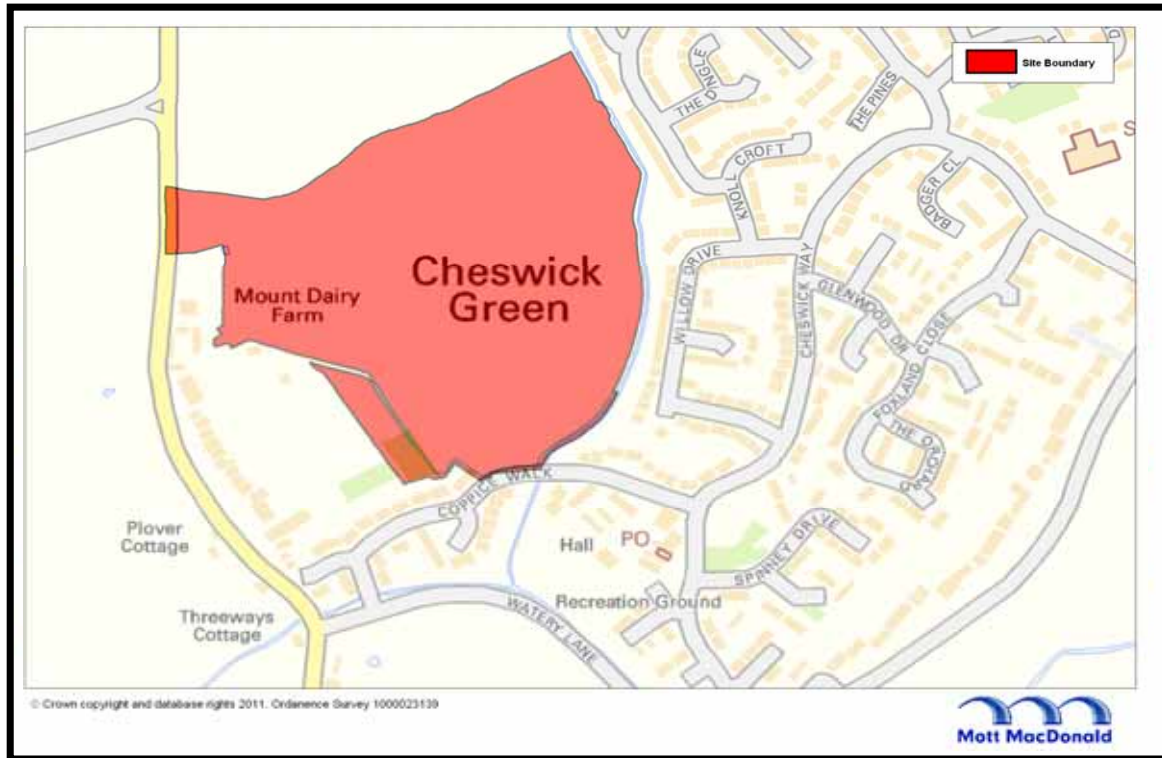
Site:
Reference Number: *H16*
Name: *Cheswick Green*
Development Details: *Housing*
Date of Site Visit: *01-Nov-11*
Time of Site Visit: *07:45*
Weather Conditions: *Dry*
Postcode: *B90 4EY*

Strategic Location:



Approximately 4.5 miles to Solihull Town Centre.
Approximately 1.7 miles to M42 Junction 4.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

The level of traffic on the surrounding highway network is low.

Footways / Cycleways / Verges:

Footways and grass verges flank the western boundary of Tanworth Lane. There is not a footway on the eastern side of the carriageway. The residential area to the south of the site provides an extensive network of footways.

Footpaths / Cyclepaths / Rights of Way:

There are no footpaths or cycleways within the vicinity of the site.

Traffic Calming / Management Devices / Road Safety:

No Traffic Calming present.

Total Accidents	4	Total Casualties	8
Severity		Classification	
Fatal	0	Driver	6
Serious	3	Passenger	2
Slight	1	Pedestrian	0

Constraints:

Vertical / Horizontal Alignment:

No issues on Coppice Walk or Tanworth Lane were observed.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

No issues were observed.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

Subject to a Flood Risk Assessment, there is an existing access off Coppice Walk, which could be utilised.

Cycleways / Footways:

There is an opportunity to link the site to the footways within the residential area to the south.

Railway Stations and / or Bus Stops (and routes):

The nearest bus stops to the site are located on Watery Lane, approximately 150m from the site.

Access to the Strategic Highway Network:

The site is approximately 1.7 miles to the west of M42 Junction 4.

Proximity to Local Amenities:

Cheswick Green Primary School is located 0.3 miles from the site
 Light Hall Secondary School is approximately 1.6 miles from the site.
 A doctors surgery is close to the site
 The nearest supermarket is 1.1 miles from the site

Detailed Observations:

<p>Speed Limits: Tanworth Lane has a 40mph speed limit. Speed limit in the residential areas adjacent to the site is 30 mph.</p>
<p>Visibility (existing): No issues were observed.</p>
<p>Existing Speed Issues: No issues were observed.</p>
<p>HGV Content: HGV traffic is low.</p>
<p>Congestion: No congestion was observed at the time of the site visit.</p>
<p>Lighting: Tanworth Lane is not lit within the vicinity of the site. The residential area to the south of the site is fully lit.</p>

Public Transport:

<p>Interchange: Whitlocks End Railway Station is 1.7 miles from the site.</p>
<p>Bus Routes (service numbers / frequencies): S4 - Cheswick Green - Solihull Via Shirley - Hourly service</p>
<p>Quality of Bus Shelters / Information: Shelter with timetable</p>

Car Parking:

<p>On Street: No issues were observed.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: The development traffic is to be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

A proposed access and stub to the new development land.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

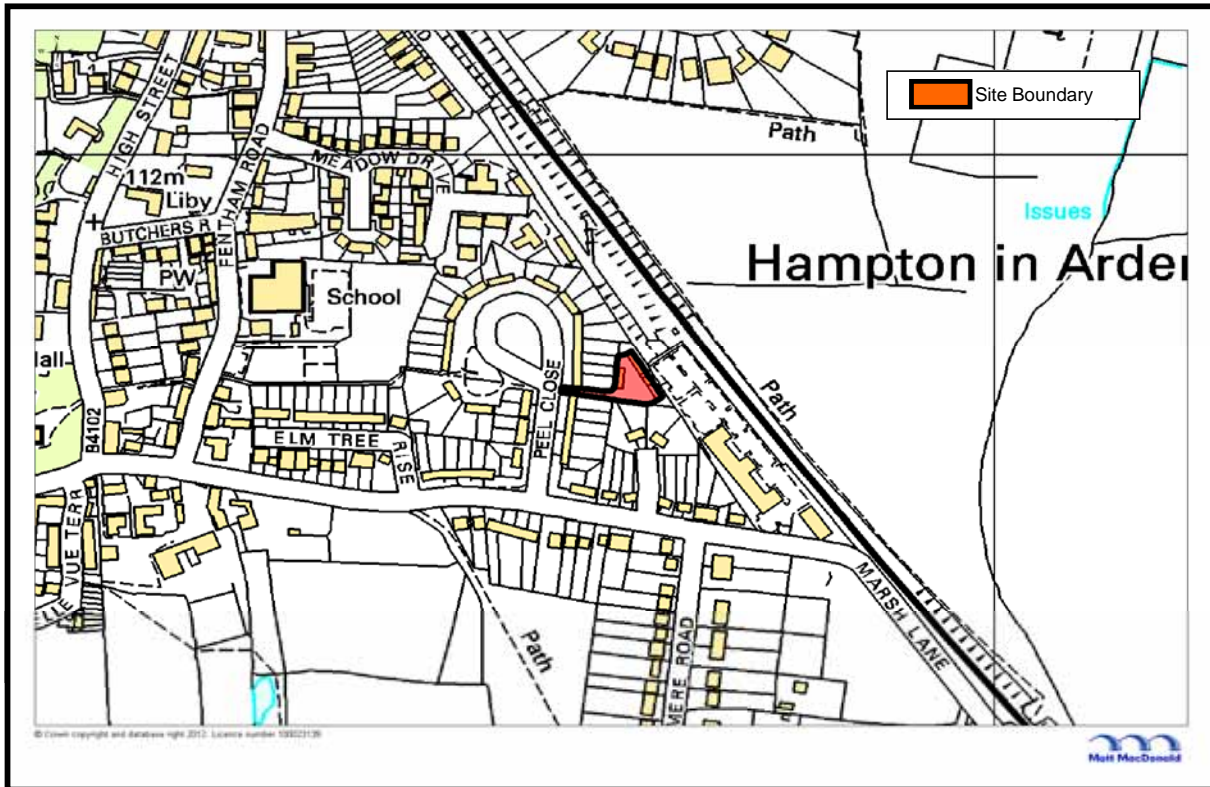
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 200.

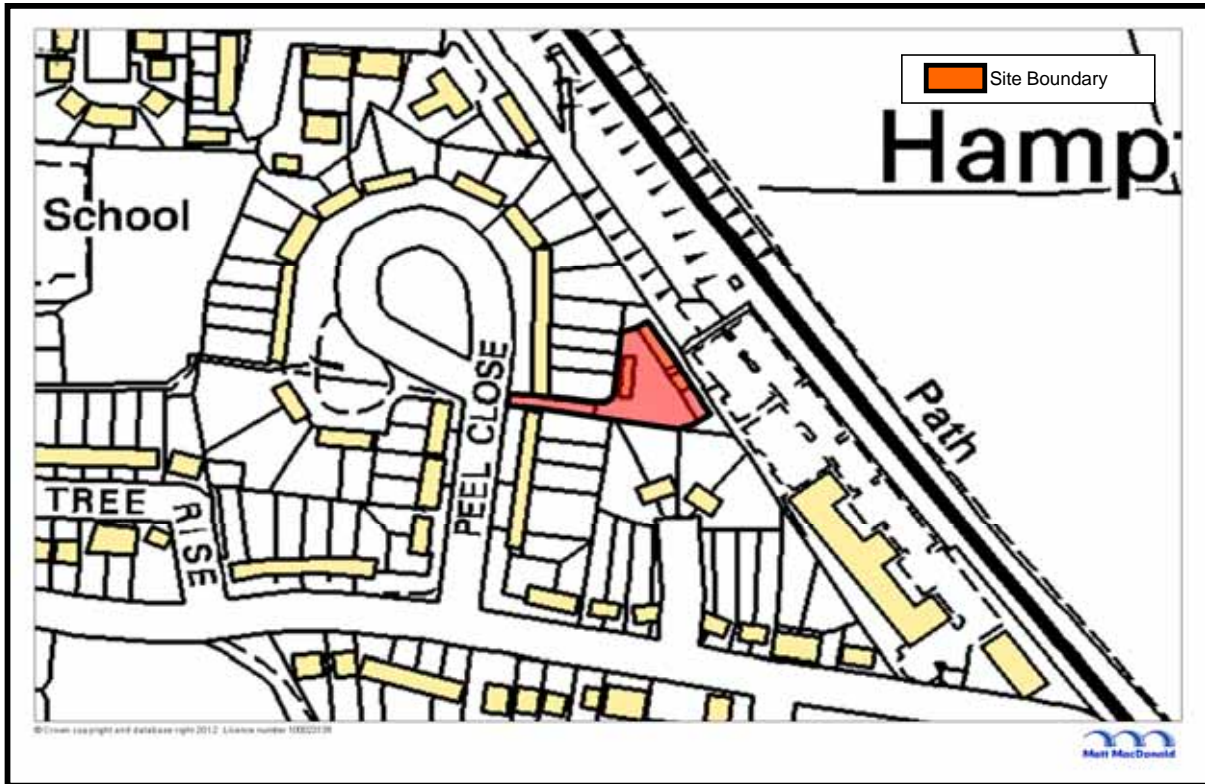
Site:
Reference Number: *H17*
Name: *Peel Close*
Development Details: *Housing*
Date of Site Visit: *01-Nov-11*
Time of Site Visit: *09:45*
Weather Conditions: *Dry*
Postcode: *B92 0AJ*

Strategic Location:



Approximately 3.5 miles to Solihull Town Centre.
 Approximately 3.5 miles to M42 Junction 6.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:
The volume of traffic on the local highway network is low.

Footways / Cycleways / Verges:
Wide footways flank Marsh Lane and Peel Close. In addition dropped kerbs with tactile paving are provided.

Footpaths / Cyclepaths / Rights of Way:
There are no footpaths or cycleways in the vicinity of the site.

Traffic Calming / Management Devices / Road Safety:
There are no traffic calming measures on Marsh Lane.

Total Accidents	2	Total Casualties	5
Severity		Classification	
Fatal	0	Driver	1
Serious	1	Passenger	4
Slight	1	Pedestrian	0

Constraints:

Vertical / Horizontal Alignment:

Existing access is to a number of garages. The access road is approximately 3.6 metres wide.

3rd Party Land:

If access is to be widened it would require 3rd party land, as the access is bounded by existing private residential housing.

Environmental Issues (trees, hedgerows, walls, etc):

No issues

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

Existing access to the site is narrow.

Opportunities:

Existing Access Points:

The access to the site off Peel Close is very narrow (approximately 3.6m) and would not be a suitable location for a site access unless widening could be achieved.

Cycleways / Footways:

There is an opportunity to link the site to the well developed footway network.

Railway Stations and / or Bus Stops (and routes):

The nearest bus stop is located approximately 300m to the north of the site on High Street.

Access to the Strategic Highway Network:

The M42 Junction 6 is located 4 miles to the north of the site and can be accessed via the A452 Kenilworth Road.

Proximity to Local Amenities:

The George Fentham Endowed Primary School is located 0.2 miles from the site.

St Martin's Secondary School is located 3 miles from the site.

The nearest doctors surgery is 0.2 miles from the site.

The nearest supermarket is 3 miles from the site

Detailed Observations:

<p>Speed Limits: Marsh Lane has a 30mph speed limit.</p>
<p>Visibility (existing): No issues were observed.</p>
<p>Existing Speed Issues: No issues were observed.</p>
<p>HGV Content: HGV traffic is low.</p>
<p>Congestion: No congestion was observed at the time of the site visit.</p>
<p>Lighting: Marsh Lane has sufficient lighting in the vicinity of the site.</p>

Public Transport:

<p>Interchange: Hampton in Arden Railway Station is 0.2 miles from the site.</p>
<p>Bus Routes (service numbers / frequencies): 82A - Solihull - Balsall Common via Hampton In Arden - once a day 81 Solihull - Coventry via Meriden - Hourly service</p>
<p>Quality of Bus Shelters / Information: There is a bus shelter with timetable information.</p>

Car Parking:

<p>On Street: No issues were observed.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: Development traffic is to be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

Access to the site will need to be agreed before the development can be brought forward.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

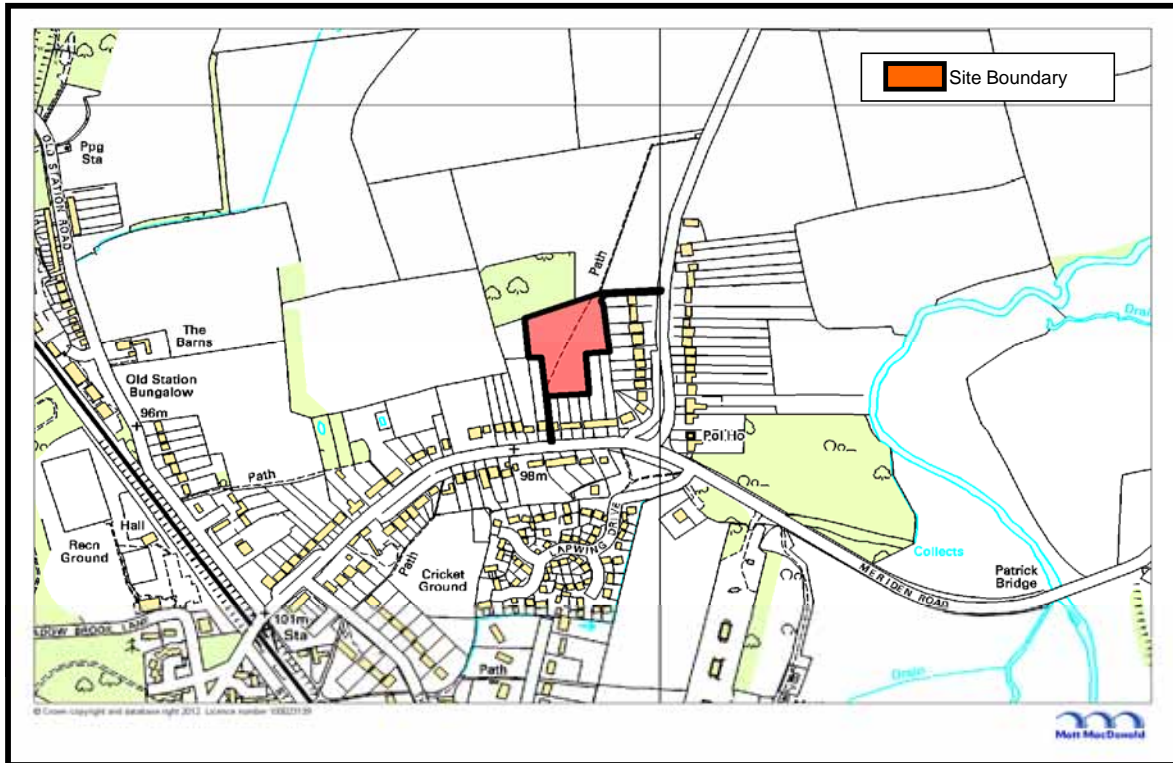
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 5.

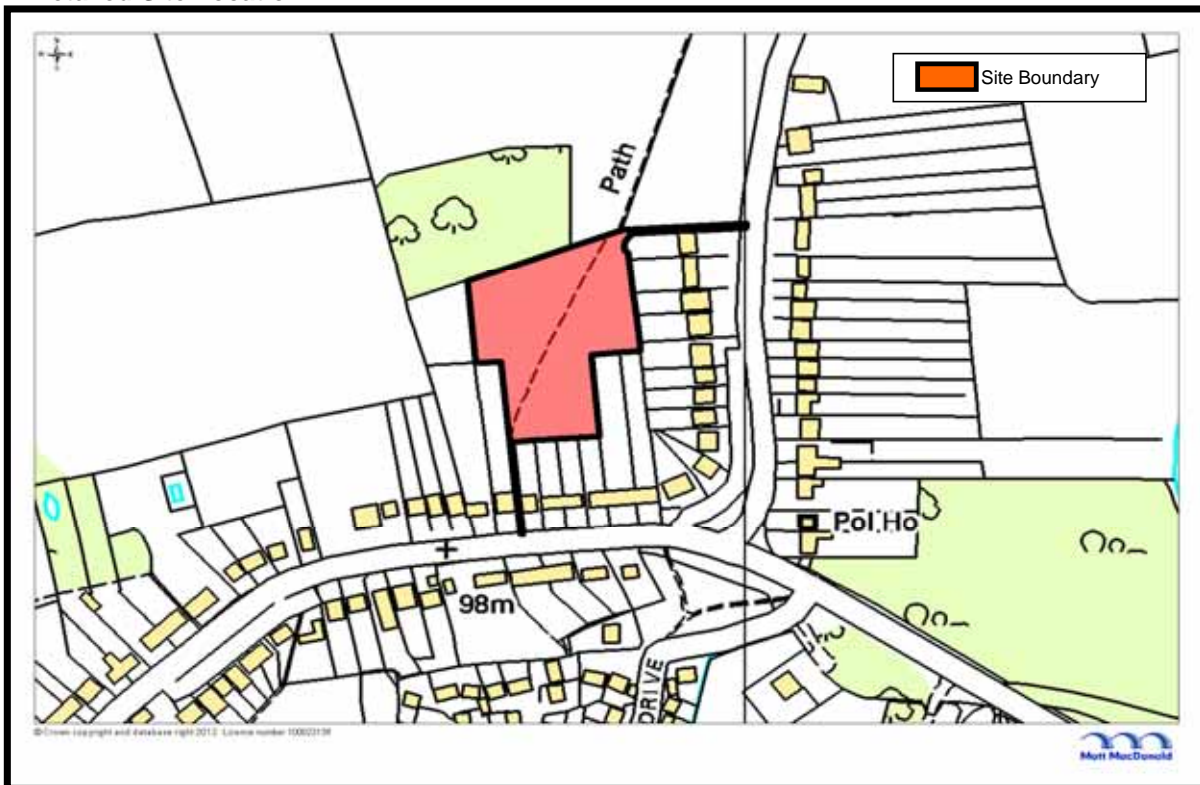
Site:
Reference Number: *H18*
Name: *Land on Diddington Lane*
Development Details: *Housing*
Date of Site Visit: *01-Nov-11*
Time of Site Visit: *09:45*
Weather Conditions: *Dry*
Postcode: *B92 0AH*

Strategic Location:



Approximately 4 miles to Solihull Town Centre.
 Approximately 2 miles to M42 Junction 6.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

The volume of traffic on the surrounding highway network is low.

Footways / Cycleways / Verges:

Footways flank both sides of Diddington Lane from the junction with B4102 Meriden Road. However, there is only a footway on the eastern boundary of the carriageway within the vicinity of the site.

Footpaths / Cyclepaths / Rights of Way:

There is a footpath, which extends south through the site to the centre of Hampton in Arden. There are no cycleways within the vicinity of the site.

Traffic Calming / Management Devices / Road Safety:

There are no traffic calming measures on Diddington Lane

Total Accidents	1	Total Casualties	1
Severity		Classification	
Fatal	0	Driver	1
Serious	0	Passenger	0
Slight	1	Pedestrian	0

Constraints:

Vertical / Horizontal Alignment:

No issues were observed.

3rd Party Land:

To achieve a new access off Diddington Lane, it may be necessary to utilise 3rd party land to achieve the necessary design standards.

Environmental Issues (trees, hedgerows, walls, etc):

No issues were observed.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

There are no existing access points. Third party land will have to be obtained to achieve an access onto Diddington Lane.

Cycleways / Footways:

The site could be linked into the existing footway network and to the footpath that runs through the site.

Railway Stations and / or Bus Stops (and routes):

The nearest bus stops are located on Meriden Road, approximately 400m from the site.

Access to the Strategic Highway Network:

The M42 Junction 6 is located 2 miles to the north of the site and can be accessed via the A452 Kenilworth Road.

Proximity to Local Amenities:

George Fentham Endowed Primary School is located 0.3 miles from the site.

St Martin's Secondary School is located 3.3 miles from the site.

The nearest doctors surgery is 0.4 miles from the site.

The nearest supermarket is 3.2 miles from the site.

Detailed Observations:

<p>Speed Limits: 60mph on Diddington Lane outside the site. However, it reduces to 30mph into Meriden Road.</p>
<p>Visibility (existing): No issues were observed.</p>
<p>Existing Speed Issues: No issues were observed.</p>
<p>HGV Content: HGV traffic is low.</p>
<p>Congestion: No congestion was observed at the time of the site visit.</p>
<p>Lighting: Diddington Lane is poorly lit.</p>

Public Transport:

<p>Interchange: Hampton in Arden Railway Station is 0.3 miles from the site.</p>
<p>Bus Routes (service numbers / frequencies): 82A - Solihull - Balsall Common via Hampton In Arden - once a day 81 Solihull - Coventry via Meriden - Hourly service</p>
<p>Quality of Bus Shelters / Information: There is a bus shelter with timetable information.</p>

Car Parking:

<p>On Street: No issues were observed.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: The development traffic is to be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES

NO

Are further traffic surveys required?

YES

NO

If yes, details:

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

New access to the site off Diddington Lane and will require 3rd party land to achieve this.

Is junction modelling recommended?

YES

NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority)

YES

NO

LinSig / TRANSYT (signalised junction or roundabout)

YES

NO

Microsimulation (wider network or complex junction)

YES

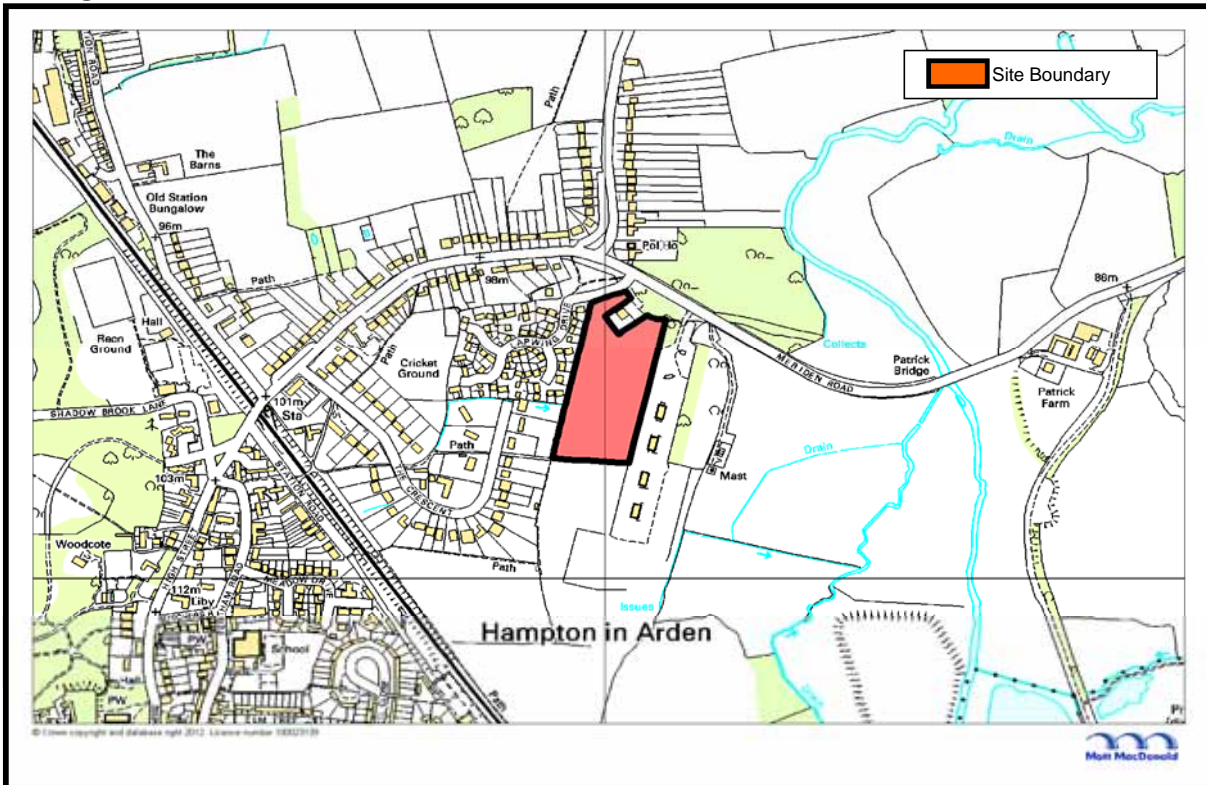
NO

Other Comments / Considerations:

Estimated dwellings: 40.

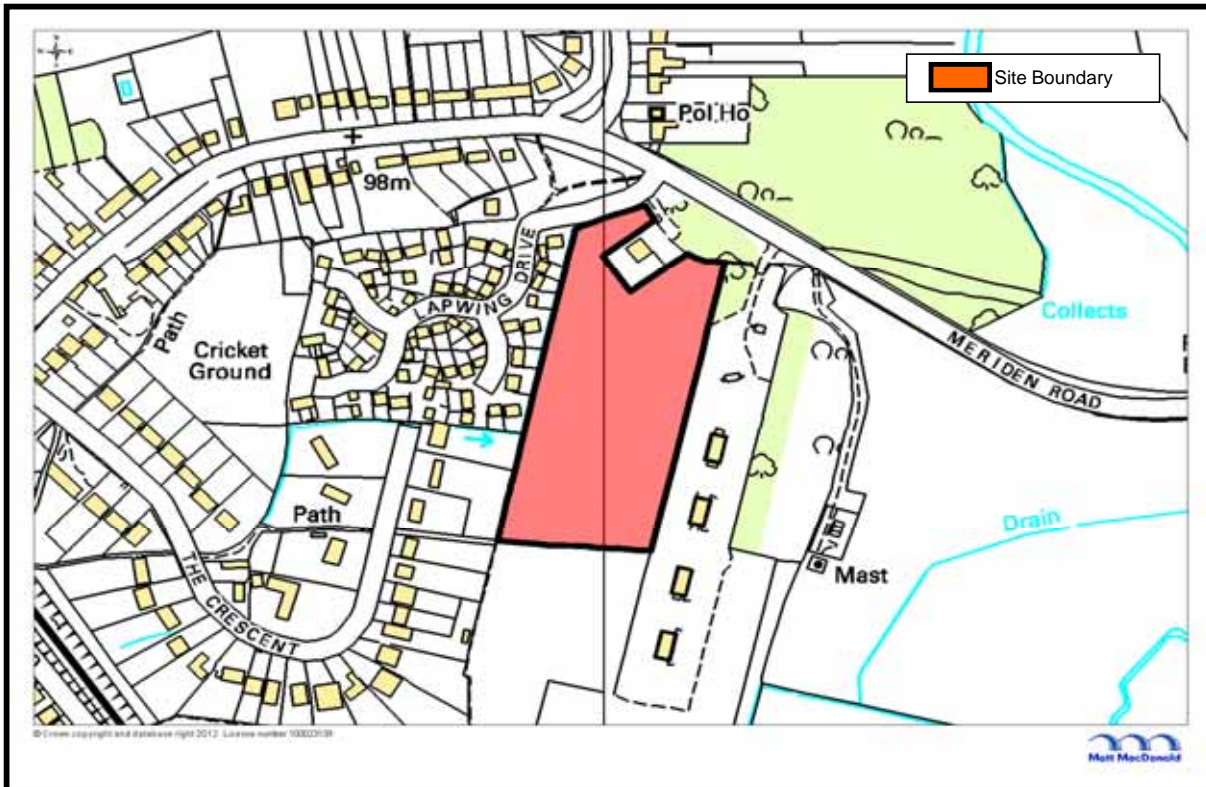
Site:
Reference Number: *H19*
Name: *Land off Meriden Road*
Development Details: *Housing*
Date of Site Visit: *01-Nov-11*
Time of Site Visit: *09:45*
Weather Conditions: *Dry*
Postcode: *B92 0AH*

Strategic Location:



Approximately 4 miles to Solihull Town Centre.
 Approximately 2 miles to M42 Junction 6.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

The volume of traffic is low in the vicinity of the site.

Footways / Cycleways / Verges:

There is only a 1m footway on the southern boundary of Meriden Road within the vicinity of the site.

Footpaths / Cyclepaths / Rights of Way:

There are no footpaths or cycleways within the vicinity of the site.

Traffic Calming / Management Devices / Road Safety:

There are no traffic calming measures on Meriden Road.

Total Accidents	6	Total Casualties	6
Severity		Classification	
Fatal	0	Driver	0
Serious	2	Passenger	2
Slight	4	Pedestrian	4

Constraints:

Vertical / Horizontal Alignment:

No issues were observed.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

Hedgerows and mature trees flank Meriden Road along the northern boundary of the site.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

A potential access via the ammunition dump can not be used as the land is designated as green space in the Local Plan.

Cycleways / Footways:

Improve the current footway and improve linkages to Hampton in Arden.

Railway Stations and / or Bus Stops (and routes):

The nearest bus stops are located on Meriden Road approximately 100m from the site.

Access to the Strategic Highway Network:

The M42 Junction 6 is located 2 miles to the north of the site and can be accessed via the A452 Kenilworth Road.

Proximity to Local Amenities:

George Fentham Endowed Primary School is located 0.3 miles from the site.

St Martin's Secondary School is located 3.3 miles from the site.

The nearest doctors surgery is 0.4 miles from the site.

The nearest supermarket is 3.2 miles from the site.

Detailed Observations:

<p>Speed Limits: National speed limit (60mph) on Meriden Road.</p>
<p>Visibility (existing): No issues were observed.</p>
<p>Existing Speed Issues: No issues were observed.</p>
<p>HGV Content: HGV traffic is low.</p>
<p>Congestion: No congestion was observed at the time of the site visit.</p>
<p>Lighting: There is no street lighting within the vicinity of the site.</p>

Public Transport:

<p>Interchange: Hampton in Arden Railway Station is 0.3 miles from the site.</p>
<p>Bus Routes (service numbers / frequencies): 82A - Solihull - Balsall Common via Hampton In Arden - once a day 81 Solihull - Coventry via Meriden - Hourly service</p>
<p>Quality of Bus Shelters / Information: There is a bus shelter with timetable information.</p>

Car Parking:

<p>On Street: No issues were observed.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: The development traffic is to be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

New access to the site. This could be in the form of a priority junction with Lapwing Drive. Alternatively, the existing residential access immediately south of the Meriden Road/Lapwing Drive junction could be reconfigured to provide an access option to the site. This second option may require 3rd party land to do this.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

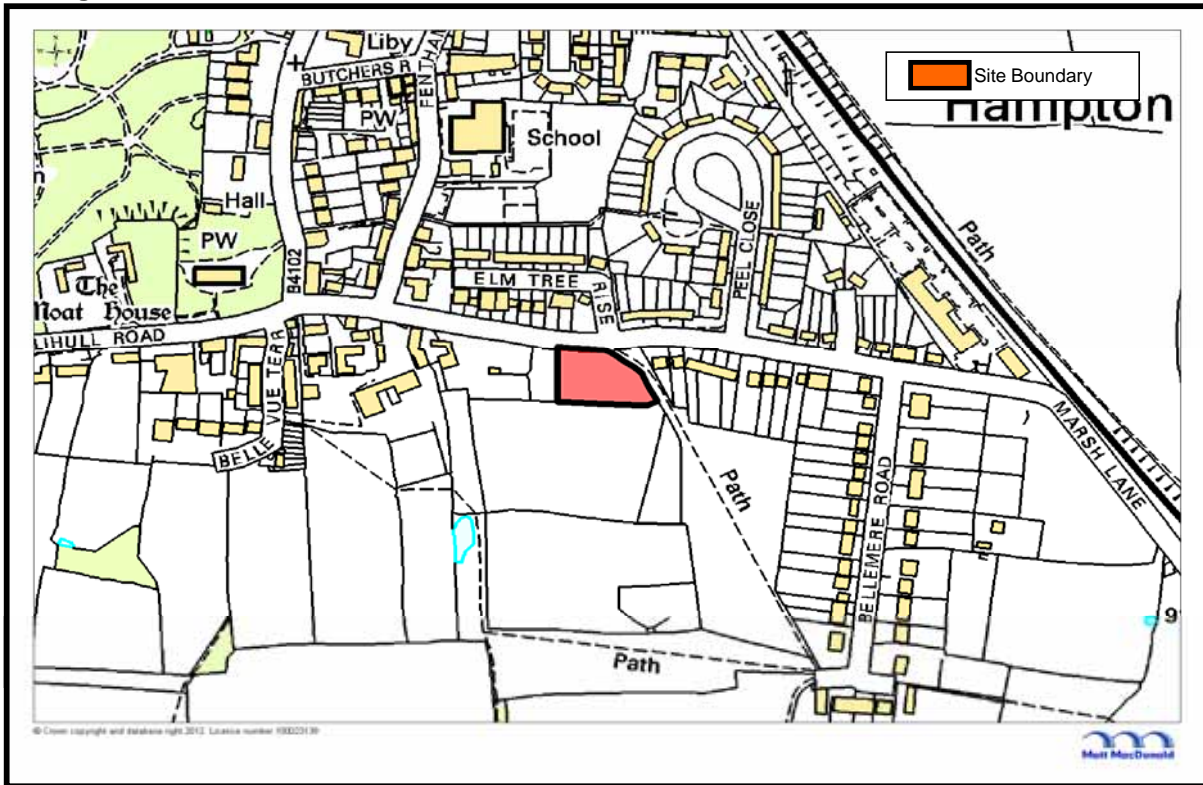
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 110

Site:
Reference Number: *H20*
Name: *Land off Marsh Lane*
Development Details: *Housing*
Date of Site Visit: *01-Nov-11*
Time of Site Visit: *09:45*
Weather Conditions: *Dry*
Postcode: *B92 0AH*

Strategic Location:



Approximately 3.5 miles to Solihull Town Centre.
 Approximately 3.5 miles to M42 Junction 6.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

The volume of traffic is low reflecting the residential nature of the area.

Footways / Cycleways / Verges:

Wide footways flank Marsh Lane. In addition dropped kerbs with tactile paving are provided.

Footpaths / Cyclepaths / Rights of Way:

There is a public footpath, which bounds the eastern boundary of the site, which comes off Marsh Lane.

Traffic Calming / Management Devices / Road Safety:

There are no traffic calming measures on Marsh Lane.

Total Accidents	2	Total Casualties	5
Severity		Classification	
Fatal	0	Driver	1
Serious	1	Passenger	4
Slight	1	Pedestrian	0

Constraints:

Vertical / Horizontal Alignment:

There is a potential issue with vertical alignment due to the gradient of Marsh Lane. Marsh Lane is very narrow (approximately 4.5m) and would not be a suitable location for a site access.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

No issues were observed.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

There are no existing access points to the site (apart from the footway which runs along the eastern boundary of the site).

Cycleways / Footways:

Link the site to the well developed footway network.

Railway Stations and / or Bus Stops (and routes):

The nearest bus stop is located approximately 300m to the north of the site on High Street.

Access to the Strategic Highway Network:

The M42 Junction 6 is located 2 miles to the north of the site and can be accessed via the A452 Kenilworth Road.

Proximity to Local Amenities:

George Fentham Endowed Primary School is located 0.9 miles from the site.

St Martin's Secondary School is located 2.8 miles from the site.

The nearest doctors surgery is 0.1 miles from the site.

The nearest supermarket is 2.7 miles from the site.

Detailed Observations:

<p>Speed Limits: Marsh Lane has a 30mph speed limit.</p>
<p>Visibility (existing): No issues were observed.</p>
<p>Existing Speed Issues: No issues were observed.</p>
<p>HGV Content: HGV traffic is low.</p>
<p>Congestion: No congestion was observed at the time of the site visit.</p>
<p>Lighting: Marsh Lane is fully lit within the vicinity of the site.</p>

Public Transport:

<p>Interchange: Hampton in Arden Railway Station is 0.2 miles from the site.</p>
<p>Bus Routes (service numbers / frequencies): 82A - Solihull - Balsall Common via Hampton In Arden - once a day 81 - Solihull - Coventry via Meriden - Hourly service</p>
<p>Quality of Bus Shelters / Information: There is a bus shelter with timetable information.</p>

Car Parking:

<p>On Street: No issues were observed.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: The development traffic is to be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

Access to the site will need to be agreed before the development can be brought forward.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

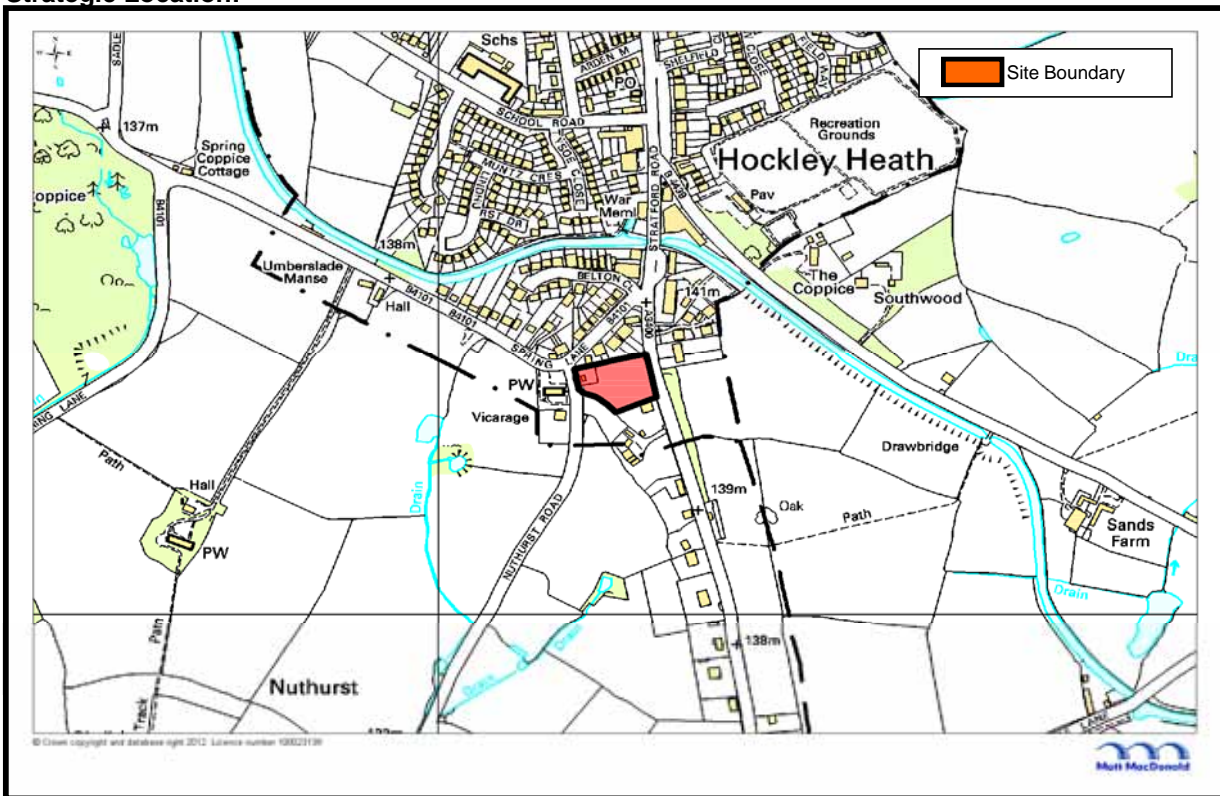
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 10.

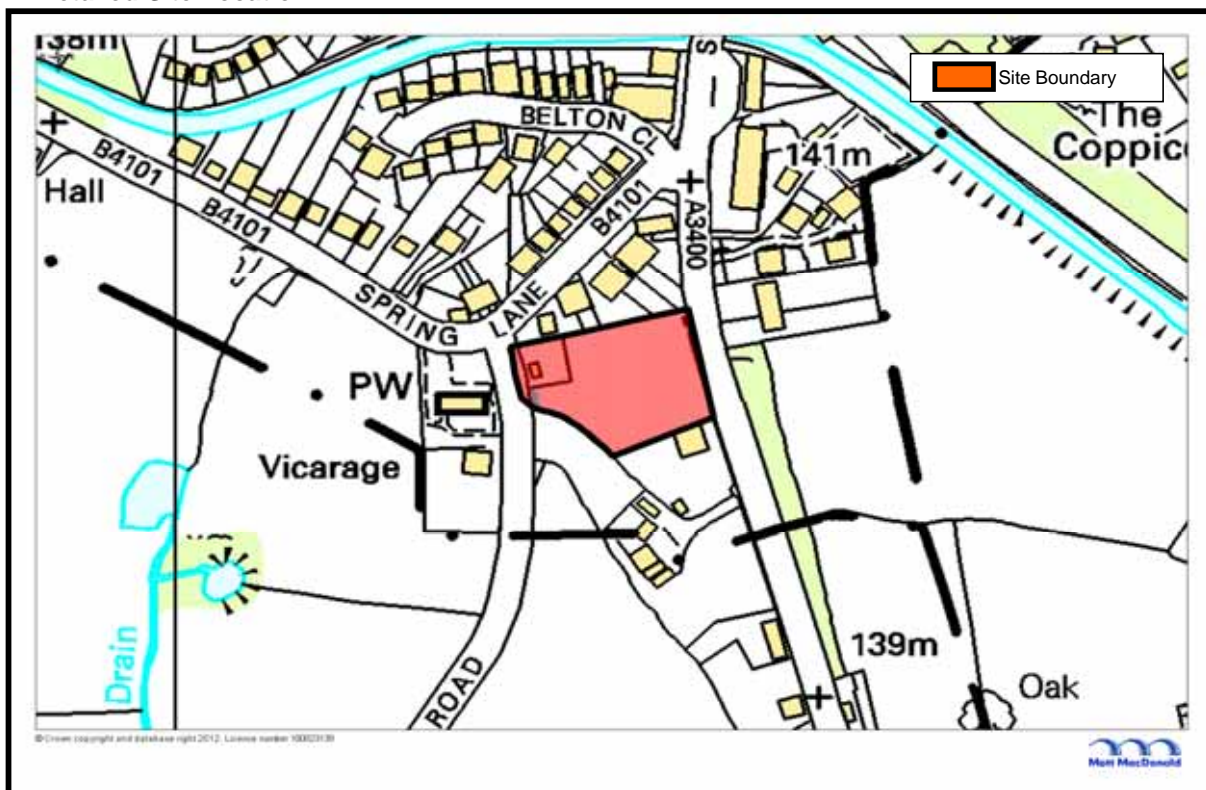
Site:
Reference Number: *H21*
Name: *Land off Stratford Road*
Development Details: *Residential*
Date of Site Visit: *01-Nov-11*
Time of Site Visit: *07:20*
Weather Conditions: *Dry*
Postcode: *B94 5NW*

Strategic Location:



Approximately 6 miles to Solihull Town Centre.
 Approximately 0.1 miles from M40 J16.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

The A3400 is a heavily trafficked road, which reflects its close proximity to M42 Junction 6 and its link to M42 Junction 4. Nuthurst Road is lightly trafficked.

Footways / Cycleways / Verges:

There is an existing footway (1m), which flanks the A3400 Stratford Road within the vicinity of the site. However, the footway is only on the eastern side of the carriageway. There are no designated pedestrian crossing facilities close to the site. There are no footways along Nuthurst Road.

Footpaths / Cyclepaths / Rights of Way:

There are no cycleways close to the site.

Traffic Calming / Management Devices / Road Safety:

There are no traffic measures on the A3400 close to the site.

Total Accidents	1	Total Casualties	2
Severity		Classification	
Fatal	0	Driver	2
Serious	0	Passenger	0
Slight	1	Pedestrian	0

Constraints:

Vertical / Horizontal Alignment:

No issues were observed.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

Mature trees and hedgerows flank the extents of the carriageway on both A3400 and Nuthurst Road.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

There are no existing access points to the site off the A3400. However, there is a gated access off Nuthurst Road, although this is located in close proximity to the Spring Lane / Nuthurst Road junction.

Cycleways / Footways:

Sustainable access to the site is minimal and would require significant improvement.

Railway Stations and / or Bus Stops (and routes):

The nearest bus stop is located approximately 300m to the south of the proposed site. There are additional bus stops within Hockley Heath to the north of the site.

Access to the Strategic Highway Network:

The site is approximately 0.8 miles north from the M42 Junction 6.

Proximity to Local Amenities:

Hockley Heath Primary School is located 1 mile from the site.
Arden Secondary School is approximately 3.4 miles from the site.
The nearest doctors surgery is located 2 miles from the site.
The nearest supermarket is located 2.5 miles from the site.

Detailed Observations:

<p>Speed Limits: The current speed limit is 30mph on the A3400 (this becomes 50mph further south of the site) and 30mph on Nuthurst Road on the approach to the junction with Spring Lane.</p>
<p>Visibility (existing): Not applicable onto A3400 as there are no existing access points. The existing access point onto Nuthurst Road is obscured by trees and out-buildings.</p>
<p>Existing Speed Issues: No issues were observed.</p>
<p>HGV Content: HGV traffic is low.</p>
<p>Congestion: No congestion was observed at the time of the site visit. However, the volume of traffic does increase during the peak periods.</p>
<p>Lighting: The A3400 is fully lit. There is no lighting on Nuthurst Road.</p>

Public Transport:

<p>Interchange: Lapworth Railway Station is 2.1 miles from the site.</p>
<p>Bus Routes (service numbers / frequencies): 517 - Redditch - Wootton Woven via Hockley Heath - once a day</p>
<p>Quality of Bus Shelters / Information: A bus stop pole with a timetable is provided.</p>

Car Parking:

<p>On Street: No issues were observed.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: The development traffic is to be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES

NO

Are further traffic surveys required?

YES

NO

If yes, details:

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

Access to the site will need to be agreed before the development can be brought forward.

Is junction modelling recommended?

YES

NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority)

YES

NO

LinSig / TRANSYT (signalised junction or roundabout)

YES

NO

Microsimulation (wider network or complex junction)

YES

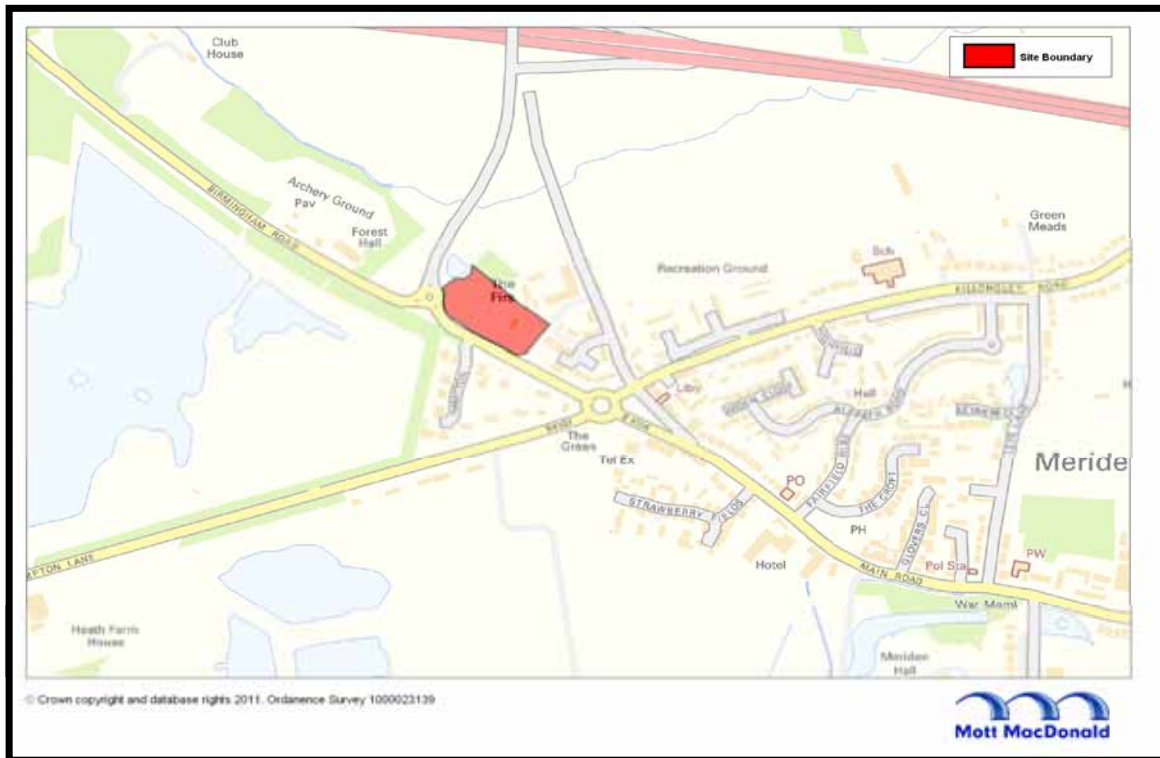
NO

Other Comments / Considerations:

Estimated dwellings: 20.

Site:
Reference Number: *H22*
Name: *Meriden Caravan Storage site*
Development Details: *Residential Sites*
Date of Site Visit: *01-Nov-11*
Time of Site Visit: *10:00*
Weather Conditions: *Dry*
Postcode: *CV7 7JR*

Strategic Location:



The site is located approximately 0.1 miles south of the A45/Maxstoke Lane junction.
 The site is approximately 8 miles from Solihull Town Centre.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

During the time of the site visit the volume of traffic was low. However, it would be expected to increase during the peak periods.

Footways / Cycleways / Verges:

There are 2.5m footways on both sides of the carriageway within the vicinity of the development site. There are no dedicated pedestrian crossings located near the site.

Footpaths / Cyclepaths / Rights of Way:

There are no footpaths or cycleways close to the site.

Traffic Calming / Management Devices / Road Safety:

There are no traffic calming measures close to the site.

Total Accidents	1	Total Casualties	1
Severity		Classification	
Fatal	0	Driver	0
Serious	1	Passenger	1
Slight	0	Pedestrian	0

Constraints:

Vertical / Horizontal Alignment:

No issues were observed.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

No issues were observed.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

There is an existing access point into the caravan storage site, which could be retained.

Cycleways / Footways:

Provide linkage to the site from the existing network of footways.
The provision of a pedestrian crossing may be required.

Railway Stations and / or Bus Stops (and routes):

There is a bus stop situated directly outside the development site.

Access to the Strategic Highway Network:

The site is situated on the B4102 Birmingham Road, which links to the A45 to the north of the site.

Proximity to Local Amenities:

Meriden CoE Primary School is located approximately 0.3 miles from the site.
Woodlands Secondary School is 3.1 miles from the site.
The nearest doctors surgery is 0.7 miles from the site.
The nearest supermarket is 3.2 miles from the site.

Detailed Observations:

Speed Limits:

The B4102 has a 30mph speed limit.

Visibility (existing):

No issues were observed.

Existing Speed Issues:

No issues were observed.

HGV Content:

HGV traffic is low.

Congestion:

No congestion was observed at the time of the site visit.

Lighting:

The B4102 is fully lit within close proximity of the site.

Public Transport:

Interchange:

Hampton in Arden Railway Station is 2 miles from the site.

Bus Routes (service numbers / frequencies):

82 - Meriden - Solihull - Coventry - hourly

900 - Birmingham - Coventry via Airport, Meriden - every 15 minutes

Quality of Bus Shelters / Information:

A bus stop pole with a timetable is provided.

Car Parking:

On Street:

No issues were observed as double yellow lines are provided on Birmingham Road.

Capacity / Occupancy:

No capacity issues were observed.

Locations:

Development traffic is to be parked within the curtilage of the development. No off site parking is available.

Illegal Parking:

No illegal parking issues were observed.

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

Access to the site will need to be agreed before the development can be brought forward.

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 40.

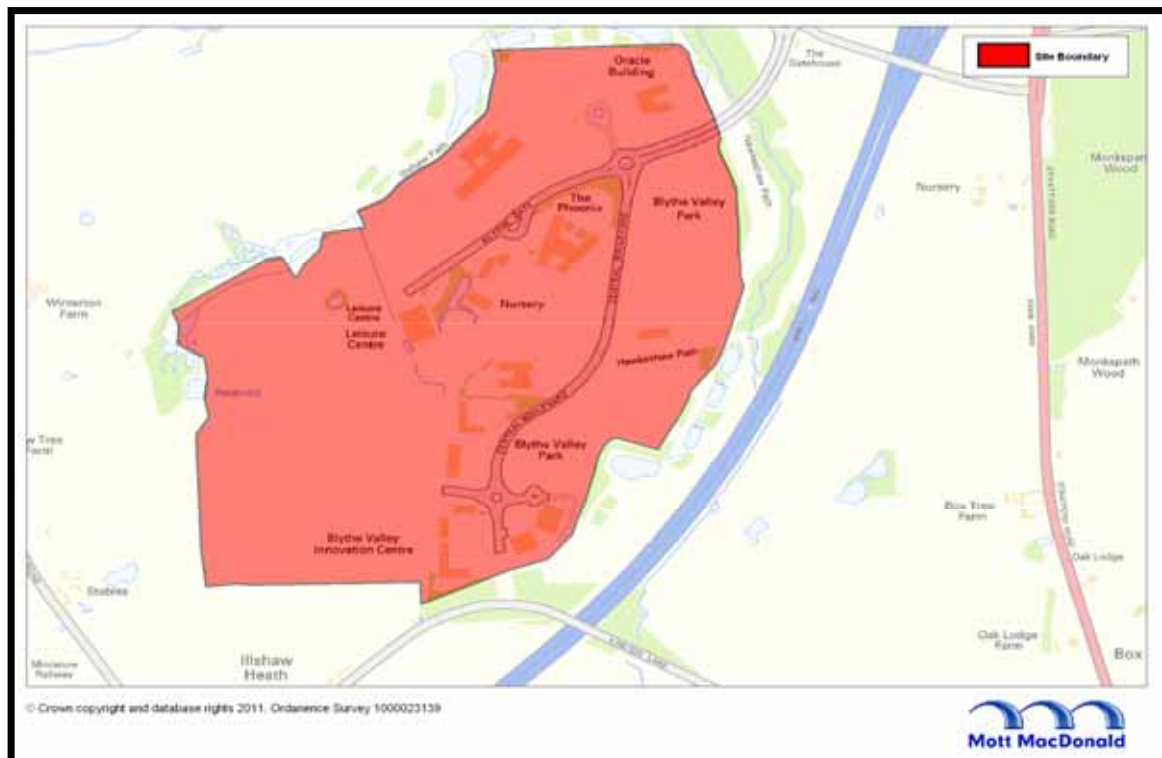
Site: **Reference Number:** *H23*
Name: *Blythe Valley, Stratford Road*
Development Details: *Residential*
Date of Site Visit: *01-Nov-11*
Time of Site Visit: *07:40*
Weather Conditions: *Dry*
Postcode: *B90 8AT*

Strategic Location:



The site is approximately 0.1 miles from M42 Junction 4.
The site is approximately 2 miles from Solihull Town Centre.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

Traffic on the A34 Stratford Road is extremely congested during the peak periods.
Traffic is minimal within the existing business park.

Footways / Cycleways / Verges:

Footways and footpaths are provided within the existing business park in addition to dropped kerbs and tactile paving at pedestrian crossings. Footways and signalised pedestrian crossings are provided over the A34 Stratford Road.

Footpaths / Cyclepaths / Rights of Way:

New footways will have to be constructed to link the undeveloped areas into the existing Blythe Valley Business Park infrastructure.

Traffic Calming / Management Devices / Road Safety:

Speed roundels and raised paving provide traffic calming throughout the business park.

Total Accidents	1	Total Casualties	1
Severity		Classification	
Fatal	0	Driver	1
Serious	0	Passenger	0
Slight	1	Pedestrian	0

Constraints:

<p>Vertical / Horizontal Alignment: No issues were observed.</p>
<p>3rd Party Land: No issues were observed.</p>
<p>Environmental Issues (trees, hedgerows, walls, etc): No issues were observed.</p>
<p>Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc): No issues were observed.</p>

Opportunities:

<p>Existing Access Points: Existing stubs linking to the business park.</p>
<p>Cycleways / Footways: Link the site to the existing footways within the business park.</p>
<p>Railway Stations and / or Bus Stops (and routes): The nearest bus stop is located within the Blythe Valley Business Park.</p>
<p>Access to the Strategic Highway Network: There is very good access to the strategic highway network. The site is approximately 0.1 miles from M42 Junction 4.</p>
<p>Proximity to Local Amenities: Monkspath Primary School is 2.6 miles from the site. Tudor Grange is 3.8 miles from the site. The nearest doctors surgery is 0.8 miles from the site. The nearest supermarket is 0.9 miles from the site.</p>

Detailed Observations:

<p>Speed Limits: 30mph within the business park.</p>
<p>Visibility (existing): No issues were observed.</p>
<p>Existing Speed Issues: No issues were observed.</p>
<p>HGV Content: HGV traffic is low.</p>
<p>Congestion: No congestion was observed at the time of the site visit within the business park. The M42 Junction 4 and A34 are congested during peak periods.</p>
<p>Lighting: The area is fully lit.</p>

Public Transport:

<p>Interchange: Widney Manor Railway Station is 2 miles from the site.</p>
<p>Bus Routes (service numbers / frequencies): X20 - Stratford - Birmingham via Henley in Arden - hourly service S9 - Blythe Valley Business Park - Solihull - hourly service</p>
<p>Quality of Bus Shelters / Information: There is a bus shelter with timetable information.</p>

Car Parking:

<p>On Street: No issues were observed.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: The development traffic is to be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

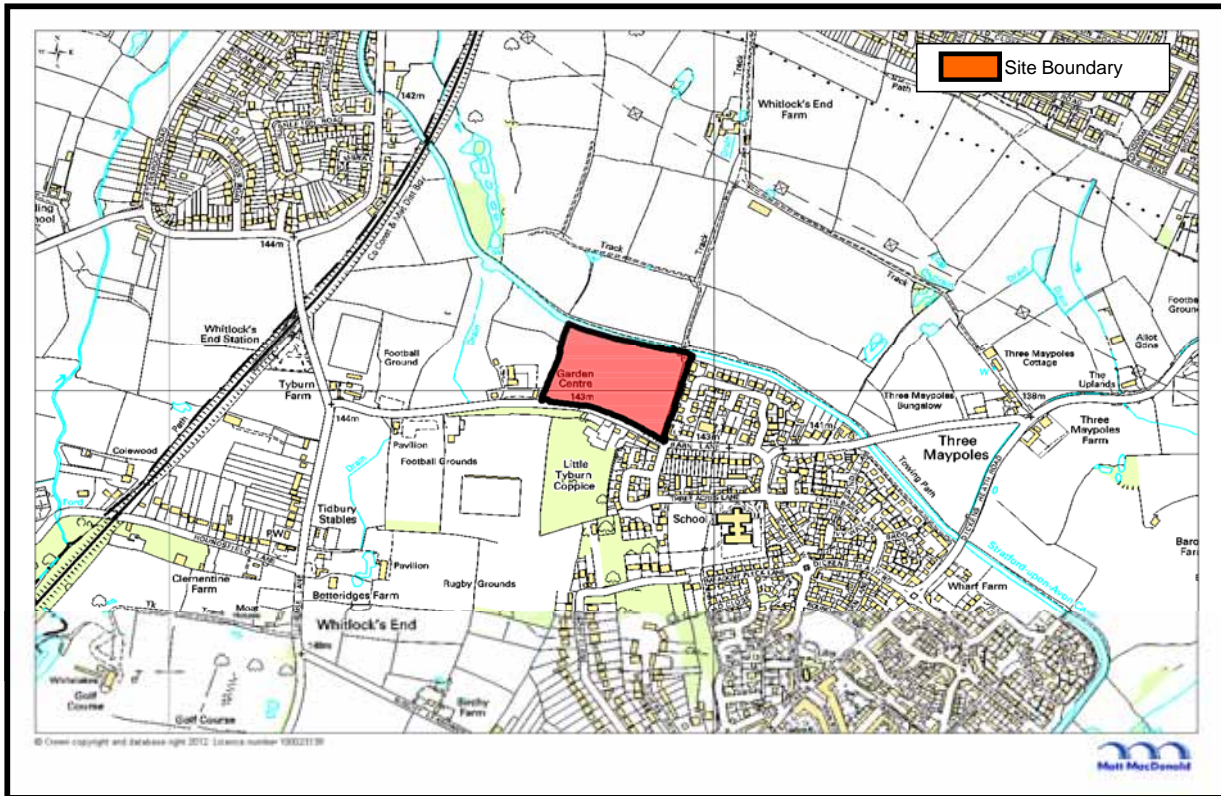
Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

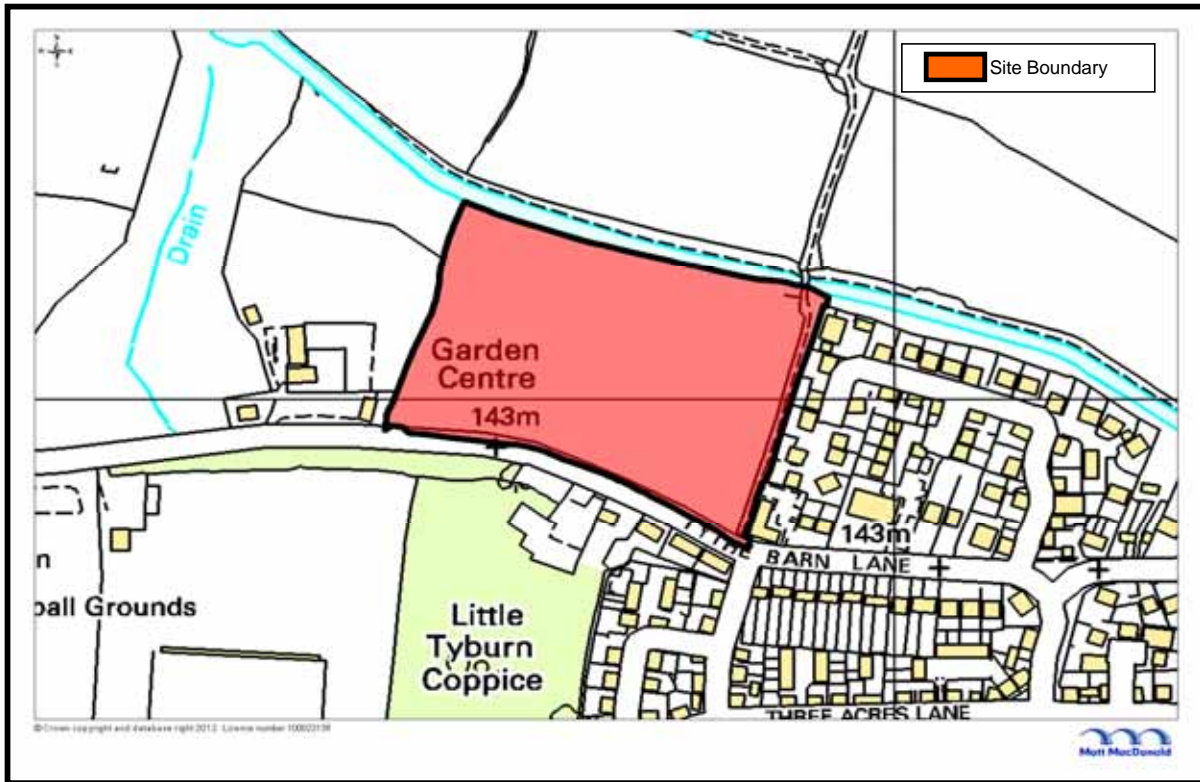
Estimated dwellings: 600.

Site:
Reference Number: *H25*
Name: *Land off Tythe Barn Lane*
Development Details: *Residential*
Date of Site Visit: *01-Nov-11*
Time of Site Visit: *10:35*
Weather Conditions: *Dry*
Postcode: *B90 1TX*

Strategic Location:



Detailed Site Location:



Highway Environment:

General Traffic Conditions:
Traffic levels are typically low during off peak periods reflecting the semi rural nature of the area. However, traffic flows increase during the peak periods.

Footways / Cycleways / Verges:
Footways flank the extents of the southern boundary of Tythe Barn Lane within the vicinity of the site.

Footpaths / Cyclepaths / Rights of Way:
There is a traffic free walking/cycling path to the east of the site, which links to the residential area of Major's Green to the north.

Traffic Calming / Management Devices / Road Safety:
There is no traffic calming within the vicinity of the site.

Total Accidents	2	Total Casualties	6
Severity		Classification	
Fatal	0	Driver	2
Serious	1	Passenger	4
Slight	1	Pedestrian	0

Constraints:

Vertical / Horizontal Alignment:

No issues were observed.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

Tythe Barn Lane is flanked by hedgerows and mature trees along its extents.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

There is an existing access to the field; however, it is considered that this access would not be suitable for the development.

Cycleways / Footways:

Link to the existing footways within Dickens Heath to the east.

Railway Stations and / or Bus Stops (and routes):

The nearest bus stop to the site is located approximately 400m from the site at the junction of Tythe Barn Lane and Dickens Heath Rd.

Access to the Strategic Highway Network:

Good access to strategic highway network with direct access to the A34 and close proximity to the M42 Junction 4.

Proximity to Local Amenities:

Dickens Heath Primary School is 0.1 miles from the site.

Light Hall Secondary School is 0.7 miles from the site.

The nearest doctors surgery is 0.3 miles from the site.

The nearest supermarket is 1 mile from the site.

Detailed Observations:

<p>Speed Limits: 30mph on roads surrounding the site.</p>
<p>Visibility (existing): No issues were observed.</p>
<p>Existing Speed Issues: No issues were observed.</p>
<p>HGV Content: HGV traffic is low.</p>
<p>Congestion: Congestion occurs at peak periods.</p>
<p>Lighting: Tythe Barn Lane is fully lit.</p>

Public Transport:

<p>Interchange: Widney Manor Railway Station is 0.2 miles from the site</p>
<p>Bus Routes (service numbers / frequencies): S7 - Solihull - Shirley - hourly</p>
<p>Quality of Bus Shelters / Information: A bus stop pole with a timetable is provided.</p>

Car Parking:

<p>On Street: No issues were observed.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: Development traffic is to be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 150.

Site:
Reference Number: *H26*
Name: *Land at Cleobury Lane*
Development Details: *Residential*
Date of Site Visit: *01-Nov-11*
Time of Site Visit: *10:35*
Weather Conditions: *Dry*
Postcode: *B90 1SH*

Strategic Location:



Approximately 4 miles to Solihull Town Centre.
 Approximately 3 miles to M42 Junction 4.

Detailed Site Location:



Highway Environment:

General Traffic Conditions:

The traffic levels around the site are low.

Footways / Cycleways / Verges:

There are no pedestrian/cycle facilities on Braggs Farm Lane or Rumbush Lane. Footways flank Kiln Lane and residential roads to the north of the site. There is a public footpath which runs through the site extending from Dickens Heath.

Footpaths / Cyclepaths / Rights of Way:

There is a towpath which bounds the canal to the east of the site.

Traffic Calming / Management Devices / Road Safety:

There is no traffic calming within the vicinity of the site.

Total Accidents	2	Total Casualties	2
Severity		Classification	
Fatal	0	Driver	2
Serious	1	Passenger	0
Slight	1	Pedestrian	0

Constraints:

Vertical / Horizontal Alignment:

No issues were observed.

3rd Party Land:

No issues were observed.

Environmental Issues (trees, hedgerows, walls, etc):

No issues were observed.

Infrastructure Issues (structures, substations, pylons, statutory undertakers, etc):

No issues were observed.

Opportunities:

Existing Access Points:

There is an existing access to the site off Dickens Heath Road (at the junction with Birchy Leasowes Lane). However, the location of this access would be unsuitable for a new development.

Cycleways / Footways:

The site could be linked into the footway network within Dickens Heath to the north.

Railway Stations and / or Bus Stops (and routes):

The nearest bus stop is approximately 500m from the site on Dickens Heath Road.

Access to the Strategic Highway Network:

Good access to strategic highway network in close proximity to the A34 and the M42 Junction 4.

Proximity to Local Amenities:

Dickens Heath Primary School is located 0.4 miles from the site.

Light Hall School is 1.2 miles from the site.

The nearest doctors surgery to the site is 0.3 miles.

The nearest supermarket to the site is 1.5 miles.

Detailed Observations:

<p>Speed Limits: 30mph on Dickens Heath Road and Rumbush Lane. National speed limit on Cleobury Lane (30mph on approach to the junction with Dickens Heath Road).</p>
<p>Visibility (existing): No issues were observed.</p>
<p>Existing Speed Issues: None were observed.</p>
<p>HGV Content: Low levels of HGVs observed.</p>
<p>Congestion: Congestion occurs at peak periods.</p>
<p>Lighting: Braggs Farm Lane, Cleobury Lane and Rumbush Lane are not lit within the vicinity of the site.</p>

Public Transport:

<p>Interchange: Whitlocks End Railway Station is 0.8 miles from the site.</p>
<p>Bus Routes (service numbers / frequencies): S7 - Solihull - Dickens Heath (hourly)</p>
<p>Quality of Bus Shelters / Information: A bus stop pole with a timetable is provided.</p>

Car Parking:

<p>On Street: None were observed.</p>
<p>Capacity / Occupancy: No capacity issues were observed.</p>
<p>Locations: Development traffic is to be parked within the curtilage of the development. No off site parking is available.</p>
<p>Illegal Parking: No illegal parking issues were observed.</p>

Is recent traffic data available (within 5 years)?

YES NO

Are further traffic surveys required?

YES NO

If yes, details:

New traffic counts will need to be undertaken so that the proposed access can be assessed.

Level of Assessment Recommended for Planning Application:

Letter of Comfort

Transport Statement

Transport Assessment

Potential Measures Required to Mitigate Development Impact:

Is junction modelling recommended?

YES NO

If yes, what type of modelling is required?

ARCADY / PICADY (roundabout / priority) YES NO

LinSig / TRANSYT (signalised junction or roundabout) YES NO

Microsimulation (wider network or complex junction) YES NO

Other Comments / Considerations:

Estimated dwellings: 185.

Appendix B. Workshop Summary

Ref	Site	Development Scale (Ha for Employment, Units for Residential)	Trips Generated		Opportunities	Constraints	Impacts	Phasing	Potential Mitigation	Cost Banding	Site Grouping	Next Stage
			AM	PM								
E1	TRW Stratford Road, Shirley	18.5 Ha	359	274	Permitted Development							Not Applicable
E2	Solihull Business Park, Highlands Road, Shirley	7 Ha	136	104	Permitted Development							Not Applicable
E3	Fore Business Site, A34, Stratford Road, Monkspath (adjacent to M42 Junction 4)	2 Ha	39	30	Permitted Development							Not Applicable
E4	Land North off Clock Interchange, A45, Coventry Road, Bickenhill	2 Ha	39	30	There is an existing access (stub) from the highway network into this site. The site also benefits from good public transport access.	The M42 Junction 6 has considerable delay and congestion. It is considered that significant works will be required at this junction but these fall outside of the remit of the Core Strategy. Further work is required in association with the Highways Agency to establish the arrangement of this junction to increase future capacity.	The site is unlikely to have a significant impact on the surrounding highway network. However, as indicated previously, the M42 Junction 6 is considered to be congested with delays in the peaks.	Not applicable	Whilst indicative movements are likely to be low; the accumulative impact at M42 Junction 6 will require some level of contribution. Further work is recommended to ascertain the precise nature of the junction arrangements as part of a much larger study taking into account future development needs in the area that fall outside of the Core Strategy (for example HS2).	<£50,000	With Permitted Developments E5, E6 and Emerging Site E7	Transport Assessment
E5	Land at Bickenhill Lane, Bickenhill, adjacent NEC	4 Ha	78	59	Permitted Development							Not Applicable
E6	Land adjacent Birmingham Business Park, Chester Road, Bickenhill	9.3 Ha	180	138	Permitted Development							Not Applicable
E7	Land at Bickenhill, North of Blackfirs Lane	8.5 Ha	165	126	There is an opportunity to create a link through the Birmingham Business Park from Bickenhill Parkway and also the potential to alleviate congestion at A452 / Birmingham Business Park access roundabout. This needs to be considered in more detail.	There are congestion problems at the site access and the A452.	There is concern that this development could have impacts on the surrounding highway network. This will need to be fully assessed using the most appropriate tools and mitigation provided.	Not applicable	The new link road through Birmingham Business Park from Bickenhill Parkway is estimated to be in the region of circa £750,000. Further work will be required to fully understand the costs of this connection taking into account costs of land take and statutory undertakings.	>£250,000	With Permitted Developments E5, E6 and Emerging Site E4	Transport Assessment
H1	Land off Winchester Drive	75 Units	41	47	This site is bound by residential properties, the Alcott Wood and the Kingshurst / Hatchford Brook. There are good links to local facilities including schools, shops and the library. Opportunities exist to provide walking and cycling linkages to the small local centre. These should be assessed in more detail. Should the existing NHS facility be relocated, there could be an opportunity to provide access off Chichester Grove.	There are no transportation constraints identified for this site.	The level of traffic impact is considered to be minimal, however traffic from this site will distribute to the traffic signal junction located on Bosworth Drive / Winchester Drive junction. Once the precise impact of this development is known; consideration should be given to the potential for small scale improvements at this junction.	Not applicable	Not applicable	<£50,000	Not applicable	Transport Statement
H2a	Cole Valley Sites	590 Units	325	366	There are opportunities to improve pedestrian and cycle connectivity to local facilities and centres. There is also the opportunity to improve connectivity between the various sites as a whole.	To be viable, 'Site D' (Ryeclose Croft - Simon Digby site) will require significant work to bring forward for implementation. The access into this site will be difficult to achieve through the existing residential area. Therefore, a separate access road will be required linking this site directly to the Chester Road. This site is considered to be brought forward, subject to improvements to reduce speeds and severance on Chester Road, that are being considered as part of the Craig Croft improvements.	Given that there are several sites that are distributed across this location; we consider that the cumulative impacts are greater than individual impacts. Further assessment needs to be undertaken particularly in relation to the B4114 / A452 and Birmingham Road / Cooks Lane roundabout junction.	Not applicable	Potential mitigation includes the creation of a new access road that would link Ryeclose Croft to Chester Road, and a new signalised pedestrian crossing on Chester Road.	>£250,000	All Cole Valley Sites (x8)	Transport Assessment

Ref	Site	Development Scale (Ha for Employment, Units for Residential)	Trips Generated		Opportunities	Constraints	Impacts	Phasing	Potential Mitigation	Cost Banding	Site Grouping	Next Stage
H2b	Solihull Town Centre	950 Units	Based on housing density (i.e. no of bedrooms) and level of car parking permissible	Based on housing density (i.e. no of bedrooms) and level of car parking permissible	There are significant opportunities to provide infill sustainable town centre living. This will increase both the vitality and financial viability of the centre.	There is considerable peak time congestion at local junctions on the ring road surrounding the town centre. Previous work has also indicated the M42 Junction 5 and the link roads feeding into the junction as being congested. Congestion in the area surrounding the town centre is likely to be a major barrier to development. Further analysis by way of microsimulation modelling or indeed more local junction modelling is required to fully understand the impacts from 950 dwellings.	There are likely to be significant impacts on the local highway network as a direct consequence of development in the town centre. However, the location is considered to have excellent public transport, walking and cycling links by virtue of its status as a high order centre. Access to the rail station will be key for residents accessing jobs and leisure further afield. More locally there are excellent facilities for everyday living making the town centre a sustainable place to live, work and play.	2011-2028	Junctions in the area face congestion at peak times. Therefore it is vital that the right level of capacity upgrades are undertaken at key links and junctions on the ring road. This will ensure the continued economic success of the town centre. Junctions that are likely to need significant capacity upgrades include Streetsbrook Road / Blossomfield Road roundabout and Warwick Road / Lode Lane roundabout. There is potential for a Park & Ride site adjacent to M42 Junction 5 - this will require further assessment with regard to demands. There is also the potential for a Town Centre Movement Strategy and improvements to public realm. Combined improvements are anticipated to be in the region of £10 million plus.	>£250,000	Solihull Town Centre Sites	Town Centre Modelling Masterplan - Transport Statement for individual sites
H4	Powergen, Shirley	130 Units	72	81	The Heart of Shirley development has recently been consented. This site has the opportunity to build on investment to date in Shirley Town Centre by improving connectivity for pedestrians and cyclists. It will also build on the viability and vitality of this lower order centre. Links should focus on tying this site back into the Heart of Shirley development and the existing facilities in the Shirley town centre.	The Stratford Road / Haslucks Green Road / Olton Road Junction is currently operating at capacity.	The Powergen site currently can be considered to have extant planning consent for employment uses. Residential uses, however, have a different trip profile / pattern and therefore will have a different type / level of impact. The traffic impacts at the Stratford Road / Haslucks Green Road / Olton Road junction will require further assessment. There will also be the need to consider whether trip impacts from this site have been taken into account as part of the overall Heart of Shirley development scheme. Stratford Road is considered to have excellent public transport penetration. Connectivity to local bus stops will be vital for this development as will walking and cycling connectivity to the Shirley town centre.	2018-2023	To facilitate connectivity to existing services and facilities as well as to facilitate public transport interchange; a new crossing facility is recommended on Haslucks Green Road and cycle / pedestrian linkages to Shirley town centre and surrounding facilities.	£50,000 - £150,000	A34 Corridor Sites	Transport Assessment
H5	Chelmsley Lane, Coleshill Road, Marston Green	80 Units	44	50	Significant opportunities do exist to improve connectivity to local facilities and the cycle network.	Potential issues exist with regard to the site access. Chelmsley Lane is narrow with trees lining the road. Access from Chelmsley Lane will require the removal of on-street car parking. However, we consider that there are no associated highway capacity issues with this development.	The boundary for this site has been altered so that it does not impinge on the Greenbelt. Previously it was felt that an access could be provided from Coleshill Road, however this is not considered to be feasible.	2011-2018	A new access is considered from Chelmsley Lane, in addition to connectivity to the surrounding adjacent footways and cycle paths.	<£50,000	Not applicable	Transport Statement

Ref	Site	Development Scale (Ha for Employment, Units for Residential)	Trips Generated		Opportunities	Constraints	Impacts	Phasing	Potential Mitigation	Cost Banding	Site Grouping	Next Stage
H7	Aqueduct Road, Solihull Lodge	300 Units	165	186	Potential opportunity to provide connectivity to the canal towpaths and to services and facilities located on the High Street	There are significant topographical level differences within the site. Aqueduct Road / Green Road south of the site has some capacity issues which will require further assessment. Two distinct points of access will be required to service the needs of residents. These are likely to be on Aqueduct Road and the High Street.	Junctions considered for further assessment include High Street / Windmill Road; Aqueduct Road / Green Lane and Aqueduct Road / Peterbrook Road	2018-2023	Mitigation measures proposed should include new highway access points from Aqueduct Road and High Street into the development. There is also a need for a signalised crossing facility to facilitate movements to the High Street. Potential junction modifications to Aqueduct Road / Green Lane may be required by way of a left turn flare. Signalised crossing facilities on Aqueduct Road / Peterbrook Road will also aid pedestrian movements; as will a new footway and pedestrian crossing point along Aqueduct Road linking the site to public transport facilities.	£150,000 - £250,000	Not applicable	Transport Assessment
H8	Braggs Farm/Bricklin Farm, Dickens Heath	65 Units	36	40	The key to the Dickens Heath sites will be to provide connectivity to the town centre and to Whitlocks End railway station. As an extension of the urban area, there are significant opportunities to provide quality linkages to the existing residential areas and onto the town centre. An existing access (stub) currently exists on Kiln Lane.	The site has poor public transport access and poor footways and cycleways to Whitlocks End Rail Station. This is a significant constraint given that the overall public transport offer for buses is considered to be poor. Accessibility by walking and cycling to Whitlocks End railway station is considered to be a key focus for all sites in Dickens Heath.	We do not consider there to be any significant local highway capacity issues. However the potential cumulative impact will be far greater and we therefore recommend assessment to be undertaken on Dickens Heath Road / Tamworth Lane roundabout leading to the A34 Stratford Road. This is a key route into Dickens Heath and well utilised.	2018-2023	Improved pedestrian and cycle links to Whitlocks End railway station are vital to improve the overall sustainability of the site. A new footway along Rumbush Lane / Cleobury Lane and increased public transport measures are recommended. Additionally speed limit extensions / changes should be considered on Rumbush Lane, Cleobury Lane and Dickens Heath Road.	£150,000 - £250,000 - to be split appropriately across the three allocated sites in Dickens Heath	Dickens Heath Package. It is considered that contributions will be split between the three site allocations.	Solihull A34 Impact Model - Letter of Comfort for individual sites
H9	Griffin Lane, Dickens Heath	50 Units	28	31	The key to the Dickens Heath sites will be to provide connectivity to the town centre and to Whitlocks End railway station. As an extension of the urban area, there are significant opportunities to provide quality linkages to the existing residential areas and onto the town centre. An existing access (stub) currently exists on Griffin Lane.	The site has poor public transport access and poor footways and cycleways to Whitlocks End Rail Station. This is a significant constraint given that the overall public transport offer for buses is considered to be poor. Accessibility by walking and cycling to Whitlocks End railway station is considered to be a key focus for all sites in Dickens Heath.	We do not consider there to be any significant local highway capacity issues. However the potential cumulative impact will be far greater and we therefore recommend assessment to be undertaken on Dickens Heath Road / Tamworth Lane roundabout leading to the A34 Stratford Road. This is a key route into Dickens Heath and is highly utilised.	2018-2023	Improved pedestrian and cycle links to Whitlocks End are vital to improve the overall sustainability of the site. A new footway along Rumbush Lane / Cleobury Lane and increased public transport measures are recommended. Additionally speed limit extensions / changes should be considered on Rumbush Lane, Cleobury Lane and Dickens Heath Road.	£150,000 - £250,000 - to be split appropriately across the three allocated sites in Dickens Heath	Dickens Heath Package. It is considered that contributions will be split between the three site allocations.	Solihull A34 Impact Model - Letter of Comfort for individual sites
H10	Riddings Hill, Balsall Common	65 Units	36	40	Opportunities exist to link the new access from the proposed Health Centre on Hall Meadow Road, with potential for a secondary access from Riddings Hill.	There are no transportation constraints identified for this site.	Junction modelling using PICADY will be require for the site access on Hall Meadow Road.	2018-2023	A new crossing point is required on Hall Meadow Road.	>£50,000	Not applicable	Transport Statement

Ref	Site	Development Scale (Ha for Employment, Units for Residential)	Trips Generated		Opportunities	Constraints	Impacts	Phasing	Potential Mitigation	Cost Banding	Site Grouping	Next Stage
H11	Four Ashes Road, Bentley Heath	150 Units	83	93	Opportunity for a link through the recreation ground to Bentley Heath via Widney Road.	There are no transportation constraints identified for this site.	No highway capacity issues are anticipated.	2011-2018	Linkage to Bentley Heath through the Recreation Ground via Widney Road. New bus stops (cantilever) on Four Ashes Road and Widney Road.	>£50,000	Not applicable	Transport Assessment
H12	Middlefield, Knowle	115 Units	63	71	There are two existing accesses (stubs) to the proposed site from Hertford Way and Barton Drive respectively.	There are no transportation constraints identified for this site.	There are potential highway constraints on Avenue Road / Grove Road roundabout. Further assessment will be required.	2011-2018	No measures have been identified. However, the Avenue Road / Grove Road roundabout junction may require future work.	<£50,000	Not applicable	Transport Statement
H13	Hampton Road, Knowle	100 Units	55	62	There are opportunities to formalise the access between the proposed site / Hampton Road Crescent and the sports ground.	There is a potential junction spacing issue with Arden Vale Road. There is also evidence of high traffic speeds on Hampton Road.	No highway capacity issues are anticipated.	2011-2018	A shared junction with the sports ground should be formalised. Traffic calming measures should also be considered near to the site on Hampton Road. A pedestrian crossing on Hampton Road should be provided.	£50,000 - £150,000	Not applicable	Transport Assessment
H14	Land between Kenilworth Road/Windmill Lane, Balsall Common	45 Units	25	28	A footway could be provided to link the site with facilities in Balsall Common.	There is evidence of high traffic speeds on the A452 Kenilworth Road. A new right turn lane is likely to be required.	No highway capacity issues anticipated. Right turn lane to be provided.	2023-2028	Right turn lane to be provided. Localised traffic calming on the entry to Balsall Common. Speed reduction to 30mph. A new footway along the A452 and a new crossing across the B4101.	£50,000 - £150,000	Linked to H15	Transport Statement
H15	Land fronting Kenilworth Road, Balsall Common	110 Units	61	68	A footway could be provided to link the site with facilities in Balsall Common.	There is evidence of high traffic speeds on the A452 Kenilworth Road. A new right turn lane is likely to be required.	No highway capacity issues anticipated. Right turn lane to be provided.	2023-2028	Right turn lane to be provided. Localised traffic calming on the entry to Balsall Common. Speed reduction to 30mph. A new footway along the A452 and a new crossing across the B4101.	£50,000 - £150,000	Linked to H14	Transport Statement
H16	Land at Mount Dairy Farm, Cheswick Green	200 Units	110	124	There is the potential to improve connectivity for both pedestrian and cyclists to the strategic walking and cycling network.	Flooding issues may restrict access from Coppice Way. Any area improvements should not promote M42 junction rat-running	No local highway issues are anticipated. Access to the B4102 will require a further assessment. The cumulative impacts on the A34 will also require further assessment.	2023-2028	Linkages to Solihull cycle network and improvements to public transport services	£50,000 - £150,000	A34 Corridor Sites	Solihull A34 Impact Model - Transport Assessment for site
H17	Peel Close, Hampton in Arden	5 Units	3	3	Not applicable.	The existing access to the site is narrow.	Not applicable.	Not applicable	None	<£50,000	Not applicable	Letter of Comfort
H18	Land at Diddington Lane	40 Units	22	25	There is the potential to create a new vehicular access onto Diddington Lane. Pedestrian access directly onto Meriden Rd should be maintained.	High traffic speed on Meriden Road into Hampton in Arden should be resolved. In addition, there are poor footways with no crossing points.	No highway capacity issues are anticipated.	Not applicable	Provide a new right turn lane into Diddington Lane. New gateway feature and traffic calming south of the site on Meriden Road. Improved footway along Meriden Road towards Diddington Lane. A new designated pedestrian crossing point on Meriden Road.	£50,000 - £150,000	Linked to H19	Transport Statement
H19	Land off Meriden Road	110 Units	61	68	There is an opportunity to provide a link via Lapwing Drive.	High traffic speed on Meriden Road into Hampton in Arden should be resolved. In addition, there are poor footways with no crossing points.	No significant highway capacity issues are anticipated. However, an assessment of the site access should be undertaken and the need for a right turn lane onto Diddington Lane should be considered.	Not applicable	Provide a new right turn lane into Diddington Lane. New gateway feature and traffic calming south of the site on Meriden Road. Improved footway along Meriden Road towards Diddington Lane. A new designated pedestrian crossing point on Meriden Road.	£50,000 - £150,000	Linked to H18	Transport Assessment
H20	Land at Marsh Lane	10 Units	6	6	Not applicable.	There is not one clear point of access into the site. This will require further assessment to show that the site access can be safely delivered.	Not applicable	Not applicable	None	<£50,000	Not applicable	Transport Assessment

Ref	Site	Development Scale (Ha for Employment, Units for Residential)	Trips Generated		Opportunities	Constraints	Impacts	Phasing	Potential Mitigation	Cost Banding	Site Grouping	Next Stage
H21	Land off Stratford Road, Hockley Heath	20 Units	11	12	There is an opportunity to improve pedestrian links to Hockley Heath.	High traffic speeds on the approach into Hockley Heath is an issue. The site is near to an existing gateway entry (tiger teeth / anti-skid / 30mph).	No highway capacity issues are anticipated	2023-2028	Widen footway north on A3400 into Hockley Heath. Provide a right turn lane into site. Provide pedestrian crossing facilities on A3400. Extend speed limit and move existing gateway feature to the south of the site.	£50,000 - £150,000	Not applicable	Transport Statement
H22	Meriden Caravan Storage, Meriden	40 Units	22	25	There is an opportunity to improve public transport facilities.	Not applicable	No highway capacity issues are anticipated.	2011-2018	Provide improved bus stop facilities on Birmingham Road (cantilever stops).	<£50,000	Not applicable	Transport Statement
H23	Blythe Valley, Stratford Road, Shirley	600 Units	330	372	There is potential to improve the public transport and cycle / pedestrian connectivity with nearby villages, including Cheswick Green, Dickens Heath, Knowle, Dorridge and Hockley Heath. The opportunity also exists for a more sustainable mixed use development.	Currently the access is from the M42 Junction 4 and exit via A3400. This has limited capacity. There will be political opposition to opening up Kineton Lane to all vehicular traffic. The site suffers from poor public transport access. This would require substantial revenue funding for an agreed number of future years. This site, due to its semi-rural location, has poor walk and cycle access.	There is a significant impact predicted on the M42 Junction 4 from already consented applications for employment uses. The residential site would need to be delivered through a change of use. Therefore the impact on the M42 Junction 4 may be far less than that of the consented use. Further assessment would be required to determine the precise impacts from the residential development.	2018-2023	The site already has the ability to be used for employment purposes and therefore an assessment of the impacts on the M42 Junction 4 will be required from a change of use to residential. Impacts are likely to be less than those envisaged as part of the consented applications. Improvements to link the site with strategic walk / cycle networks and long-term revenue funding of public transport services will be required. Potential improvements will also be required to rural road verges.	>£250,000	A34 Corridor Sites	Solihull A34 Impact Model - Transport Assessment for site
H25	Tythe Barn Lane	150 Units	83	93	There is the opportunity to link the site into existing facilities within Dickens Heath.	Poor public transport access. Poor footway / cycleway to Whitlocks End Railway Station	At present there are no local highway capacity issues. However, there are potential cumulative impacts from various developments in the vicinity of the site. Therefore, an assessment of the Dickens Heath Road / Tamworth Lane roundabout which leads onto the A34 Stratford Road maybe required.	Not applicable	Potential measures include improved pedestrian and cycle links to Whitlocks End Railway Station and improvement to public transport facilities.	£50,000 - £150,000	Dickens Heath Sites	Solihull A34 Impact Model - Letter of Comfort for individual sites
H26	Cleobury Lane	185 Units	102	115	There is the opportunity to link the site into existing facilities within Dickens Heath.	Poor public transport access. Poor footway / cycleway to Whitlocks End Railway Station	At present there are no local highway capacity issues. However, there are potential cumulative impacts from various developments in the vicinity of this site. An assessment of the Dickens Heath Road / Tamworth Lane roundabout which leads onto the A34 Stratford Road maybe required.	Not applicable	Potential measures include improved cycle and footway links to Whitlocks End Railway Station, a new footway along Rumbush Lane / Cleobury Lane, and increased public transport measures maybe required.	£50,000 - £150,000	Dickens Heath Sites	Solihull A34 Impact Model - Letter of Comfort for individual sites
C1	Stratford Road Corridor - Shirley	Includes permitted commercial and core strategy residential sites.	1293	1263	There is an opportunity to assess the overall combined impact of the Core Strategy on the A34 Stratford Road.	There are limited opportunities for consented development to fund infrastructure improvements across the corridor. A number of junctions on A34 are currently operating near to or above capacity. This may require physical infrastructure improvements and the use of smarter choices measures to reduce the impact of vehicular traffic.	There could be impacts on the M42 Junction 4, the A34 Stratford Road / Dog Kennel Lane junction, the B4102 / A34 Stratford Road junction and the Haslucks Green Road / A34 Stratford Road junction.	Not applicable		>£250,000	Trip generation calculations include sites E1, E2, E3, H4, H8, H9, H16, H23, H25 and H26. These will all impact to some extent on the A34 Stratford Road.	Solihull A34 Impact Model
C2	Dickens Heath Sites	450 Units	248	279	Opportunity exists to group together and improve pedestrian and cycle connectivity to Whitlocks End Railway Station. Opportunity to increase public transport provision / services.	The potential to increase pedestrian and cycle links along Tythe Barn Lane are restricted by mature vegetation.	No local highway capacity issues have been identified. There could be potential cumulative impact on the Dickens Heath Road / Tamworth Lane roundabout leading to A34 Stratford Road.	Not applicable	Improved cycle and footway links to Whitlocks End railway station. New footway along Rumbush Lane / Cleobury Lane. Speed limit extensions / changes on Rumbush Lane, Cleobury Lane and Dickens Heath Road. Increased public transport measures.	>£250,000	Trip generation includes H8, H9 H25 and H26	Solihull A34 Impact Model