

Planning Themes: Impact of New Homes on Roads & Parking



We don't yet know how many new homes will be built in KDBH over the next 17 years, nor where they may be located

What IS certain is that there will be some new development, leading to:

- population growth
- changes in population mix
- more cars in KDBH

- Average car ownership in our Area is currently 1.7 cars per household
- Parking is already one of our biggest issues. Another 1,000 new houses, for example, would mean 1,700 more cars on our roads - creating even greater pressure



KDBH is one of two areas within Solihull Borough which has above average levels of car ownership, at 1.7 cars per household.

The main roads in our Area have not changed despite recent growth, (eg circa 1,000+ properties built in Dorridge alone since 1980)

National Planning Policy presumes in favour of sustainable development (per National guidelines), as does the Solihull Local Plan.

To make new developments as 'sustainable' as possible, it is now generally accepted that they must be designed to:

- reduce the need to travel by car
- make best use of existing local infrastructure
- mitigate negative impacts
- help people use sustainable transport safely and conveniently.

• "It would be a good idea to have more cycling routes – it would be dangerous at present to cycle to many places."

• "Whilst most people might want more parking in Knowle, I feel we should look for solutions that minimise or reduce the amount of traffic in Knowle Shopping Centre."

• "To alleviate parking problems in Dorridge & Knowle – an extra level on both car parks in Dorridge at the station."

What You Said



Imagine a 1,000 new homes were built in KDBH between now and 2033.



- How do you think this would impact on our existing roads and infrastructure?
- Where do you think the pressures could be?
- Should we sacrifice open space to address parking issues at Dorridge Station and in village centres?
- Do more car parks mean more cars?

Our Neighbourhood Plan must comply with guidelines for sustainable development. In relation to potential new developments, we can:

- assess what effect these may have on our roads and parking needs;
- define policies to minimise traffic congestion and nuisance parking;
- identify improvements that would make our roads and streets more welcoming to everyone, not just to motorists;
- define policies that encourage more people to choose walking, cycling and travel by public transport;
- recognise the needs of those without a car, or with reduced mobility.

**neighbourhood
planning**