



Solihull Local Plan Review

Draft Infrastructure Delivery Plan

October 2020

APPENDIX A

INFRASTRUCTURE DELIVERY PLAN SCHEDULE

PHYSICAL INFRASTRUCTURE

TRANSPORT

The transport strategy for the Draft Submission Local Plan has been developed in accordance with principles in the Council's local Transport Strategy 'Solihull Connected' and TfWM's Strategic Transport Plan 'Movement for Growth'. An iterative approach has been adopted in assessing and testing the transport implications of various sites, both in terms of location and potential capacity. Assessments have been undertaken at both macro- and micro-levels, from strategic multi-modal transport modelling to localised traffic / parking impact assessments. Mitigation measures have been identified, where considered necessary, with the primary focus being towards the delivery of active travel interventions, and better accommodating access to public transport, and in the context of the wider UKC Infrastructure Programme. The Traffic Impact Assessment does not seek to replicate the level or type of assessment that would be required as and when a planning application may come forward in relation to Local Plan preferred site allocations, or to prescriptively define specific mitigation measures associated with each. It is likely that network conditions will change over the 15 year lifespan of the Local Plan, therefore due consideration would need to be given by prospective applicants to the impacts of any sites being promoted, with mitigation measures considered appropriate at the time of application put forward for consideration by the Council's Planning Committee.

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Knowle Transport Improvements	Knowle	A range of interventions that mitigate impacts associated with specific site proposals	(a) Warwick Road / Hampton Road / Lodge Road - double mini roundabout (b) High Street / Kenilworth Road - place making/ reduced Radii/ widened footways/ parallel parking for blue badge holders (c) High Street/ Wilsons Road/ Warwick Road/ Station Road - signal controlled with left turn filter (d) Station Road / Lodge Road - simplified junction with footway improvements (e) Station Road / Grove Road - roundel with pedestrian crossings (f) Warwick Road / Wychwood Avenue Roundabout -cycle route segregation/round about diameter reduction	SMBC		(a) £490k - £900k (b) £260k - £490k (c) £1.56m - £2.81m (d) £330k - £630k (e) £330k - £610k (f) £1.38m - £2.56m (g) £1.21m - £3.21m	In line with delivery of Sites KN1 and KN2 2021-2031	S106/CIL GBS LEP DfT		Essential Policies: P7 P8 P19 KN1 KN2

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
			g) Package of active travel measures, inc. (quiet lane style improvements to Lodge Road, Hampton Road, Kenilworth Road, Arden Vale Road, Grove Road, Wychwood Avenue, and Avenue Road, and contribution towards cycle segregation along Warwick Road.							
Dickens Heath and south of Shirley Transport Improvements	Dickens Heath and south of Shirley	A range of interventions that mitigate impacts associated with specific site proposals	(a) Dickens Heath Road / Tanworth Lane - 3-arm signal junction (b) Widney Lane / Longmore Road / Blossomfield Road / Marshall Lake Road - prohibition of movements and signal optimisation (c) Haslucks Green Road / Green Lane - 3 arm signal junction	SMBC	SMBC	(a) £400k - £700k (b) £50k - £100k (c) £280k - £500k (d) £1.16m - £2.03m (e) £50k - £100k (f) £760k - £1.32m (g) £540k - £940k (h) £130k - £220k	In line with delivery of Sites BL1, BL2, BL3 2021-2031	S106/CIL GBS LEP DfT		Essential Policies: P7 P8 P19 BL1 BL2 BL3

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
New Strategic Cycle Route between Knowle and Solihull Town Centre	Knowle-Solihull Town Centre	Increase cycling connectivity Encourage mode shift and ease congestion	High quality, segregated (where possible) cycle link between Knowle and Solihull via Warwick Road	SMBC		£6m	2022-2025	DfT WMCA GBS LEP S106/CIL		Essential Policies: P2 P7 P8 P19 KN1 KN2
New Strategic Cycle Route between Balsall Common and HS2 Interchange	Balsall Common-Bickenhill	Increase cycling connectivity Encourage mode shift and ease congestion	High quality, segregated (where possible) cycle link between Balsall Common and HS2 Interchange via A452 Kenilworth Road	SMBC	TfWM	£7m	2025 onwards	DfT WMCA GBS LEP S106/CIL		Desirable Policies: P7 P8 P19 BC1 BC2 BC3 BC4 BC5 BC6 UK1

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Dickens Heath Parking strategy	Dickens Heath Village Centre and Whitlocks End Station	Enhanced car park demand management within the village, and to accommodate increased demand for rail Park & Ride	(a) Potential introduction to tariffs in public car parks to manage demand and monitoring of impacts on nearby residential parking (b) Additional provision Whitlocks End Station Park & Ride, either through an extension to the current car park or by adding a deck (c.136 new spaces)	SMBC TfWM	WM Rail	(a) £115k (b) £980k	(a) By 2036, phased with development (b) 2026	SMBC TfWM S106/CIL		Essential Policies P7 P8 P19 BL1 BL2 BL3
Knowle Parking Strategy	Knowle Village Centre	Enhanced car park demand management	(a) Changes to existing tariffs in public car parks to manage demand and monitoring of impacts on nearby residential parking (b) Smart signage to show availability of spaces and where alternative parking is available	SMBC		(a) £37k (b) £380k	By 2036	SMBC S106/CIL		Essential Policies P8 P19 KN1 KN2

Digital Connectivity

Delivery of Coventry, Solihull, Warwickshire Broadband project, improving digital connectivity in rural areas.

Waste

During the lifetime of the plan, the Bickenhill Household Waste & Recycling Centre will need to be replaced. The Council's preferred site is on UK2, Land at Damson Parkway. The IDP will be updated with more information as that becomes available.

Water Treatment

Severn Trent Water have identified that a number of sites will result in the need for local upgrades to wastewater treatment plants. However, these will be triggered as part of the decision-making process. Solihull will benefit from the works scheduled in AMP6 of the Water Resource Management Plan.

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies/ Risks	Status in delivering Local Plan
Knowle/Dorridge Area - New Primary School	Local Plan Review Site KN2 – South of Knowle	To meet pupil growth from developments in Knowle	2 Form Entry Primary School Additional Resource Provision (SEN) Early Years provision	SMBC	Local school	Estd £7-8M	2021-2026	S106 Core Funding	Co-delivery with site promoters; Planning Permission	Essential Policy P21 KN1 KN2
Balsall Common Area - New Primary School	Local Plan Review Site BC1 – Barratts Farm	To meet pupil growth from developments in Balsall Common	2 Form Entry Primary School Additional Resource Provision (SEN) Early Years provision	SMBC	Local school	Estd £7-8M	2021-2026	S106 Core Funding	Co-delivery with site promoters; Planning Permission	Essential Policy P21 BC1 BC2 BC3 BC4 BC5 BC6
UKC Hub Area - New Primary School	Local Plan Review Site UK1 – UKC Hub Area/Arden Cross	To meet pupil growth from developments in UKC Hub Area	2 Form Entry Primary School Additional Resource Provision (SEN) Early Years provision	SMBC		Estd £7-8M	2031-2036	S106 Core Funding	Co-delivery with site promoters; Planning Permission	Essential Policy P21 UK1

Health

The Council is engaged in discussions with the CCG to determine the level of health infrastructure required as a result of projected housing and population growth in the Borough. Based on demographic projections, the CCG have provided high level figures on staffing, services and potential new facilities. The Council is also partnered with the CCG on transitioning towards an 'Integrated Care System' model, that looks at the whole life of a person and not just the needs or symptoms that are presented to one agency at a time, and are more flexible and responsive to people's needs.

Summary of CCG Analysis based on ca. 15,000 new homes up to 2036. N.B. This data is under review and the summary findings will be updated for the Submission Version of the Local Plan.

Table 1: Summary of additional healthcare activity requirements based on current utilisation

	2020	2024	2028	2032	2035/36	Increase to 2035/36	% Increase to 2035/36
A&E attendances	64,251	66,379	68,977	71,644	73,262	9,011	14.0%
NEL Admissions	28,971	30,269	31,854	33,481	34,468	5,497	19.0%
Elective Admissions	31,372	32,710	34,343	36,019	37,036	5,664	18.1%
Maternity	4,934	5,043	5,177	5,313	5,396	462	9.4%
Outpatient attendances	291,767	302,764	316,190	329,977	338,338	46,571	16.0%
Outpatient Diagnostics	2,271	2,328	2,397	2,468	2,511	240	10.6%
Urgent Treatment Centre activity	20,314	20,914	21,646	22,398	22,854	2,540	12.5%
Community contacts	210,016	216,218	223,790	231,565	236,280	26,264	12.5%
Cancer Pathways	8,686	8,990	9,363	9,745	9,977	1,291	14.9%
GP appointments	689,031	709,378	734,221	759,729	775,200	86,170	12.5%
Other Primary Care appts	519,795	535,145	553,886	573,129	584,800	65,005	12.5%

Primary Care:

- By 2036, it is likely that an additional 16 - 20 GPs would be required in order to service the expected population in the Solihull development. The two estimates are based on two options for GP to patient ratios; the first based on the current average in (what was formerly) Solihull CCG average GPs per registered patient, the second estimate is based upon the NHS England recommended rate of 1 WTE GP per 1,750 registered patients.
- Looking at the current rate of utilisation of primary care across Solihull, it is anticipated that a further 86,170 GP appointments and 65,005 other primary care appointments will be required after the 16 year period of development (see **Table 1**)
- Using the General Practice Workforce Census 2015 dataset, there will also be a requirement for up to 8 additional Practice Nurses.
- Based on the latest Catalyst Public Insight Portal figures, the population will require an additional 2-3 average sized GP surgery sites by 2036. This figure however is highly variable as the capacity of a GP practice can vary substantially.
- Walk-in Centre (WIC) activity** – based on the West Midlands average availability of 4.4 WICs per million population (see Monitor Report), the Solihull population would only in itself require 0.95 WICs. The additional population over the next 16 years is likely to require an additional 2,540 WIC attendances, taking the overall requirement for Solihull to 1.07 WICs.

Community:

- By 2036, the likely additional community activity from this population would be 26,264 per year.
- In terms of additional District Nurses (DNs), using the (lower) existing rate from Public Health, this would be up to 16 DNs (based on 0.575 DNs per 1,000 population), whereas using the recommended upper rate of 1 DN per 1,000 population, this would be up to 28 additional DNs required
- To include the requirement for (additional) Registered Nurses (RNs), this would be 39 RNs based on existing rates, or up to 68 RNs, based on recommended levels

Birmingham and Solihull Sustainability Transformation Partnership is currently delivering against an accelerator programme that provides intensive hands-on support by NHS England/Improvement to bridge the gap between being a mature Sustainability and Transformation Plan and a developing an Integrated Care System. The February 2020 Update can be found [here](#).

Sports, Recreation and Leisure

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Delivery of five Sports Hub across the Borough	5 key locations in the Borough: Blythe, Knowle/ Dorridge, Balsall Common, Meriden,	To modernise existing facilities and increase capacity to meet needs from forecast population growth associated with new development and potential re-location of playing pitches from LPR site allocations	Dependent on Sports Hub and location, to include: Football pitches 3G pitches Rugby Union pitches Cricket Pitches to meet Sport England criteria	SMBC	Governing Bodies	TBC	Over lifetime of Plan	S106/CIL Sport England grants, Other sources TBC	Sourcing of suitable sites, Planning Permission, Co-delivery with multiple partners	Essential Policies P20 BL1 KN1 KN2 UK2