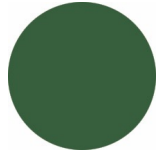


Infrastructure Considerations

Dave Pinwell

3 November 2025



Infrastructure

How will the infrastructure in KDBH be stretched?

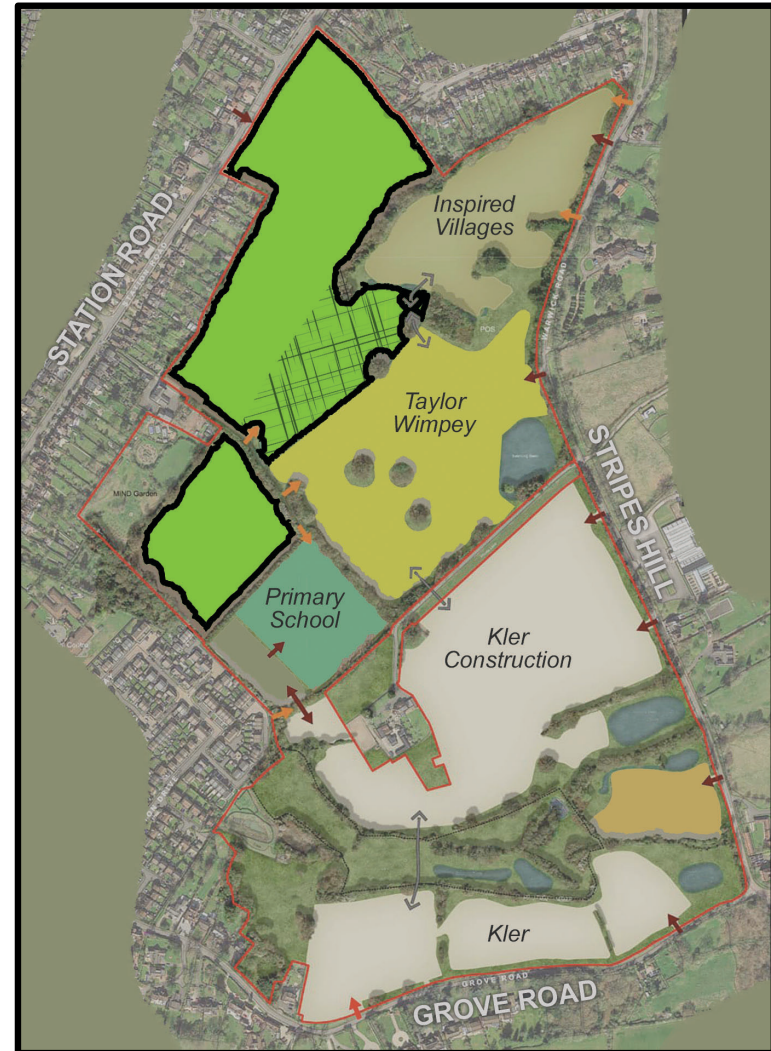
Will capacity be exceeded?

Are improvements projected?

- **Schools**
- **Health**
- **Leisure**
- **Utilities**
- **Parking**
- **Highways**

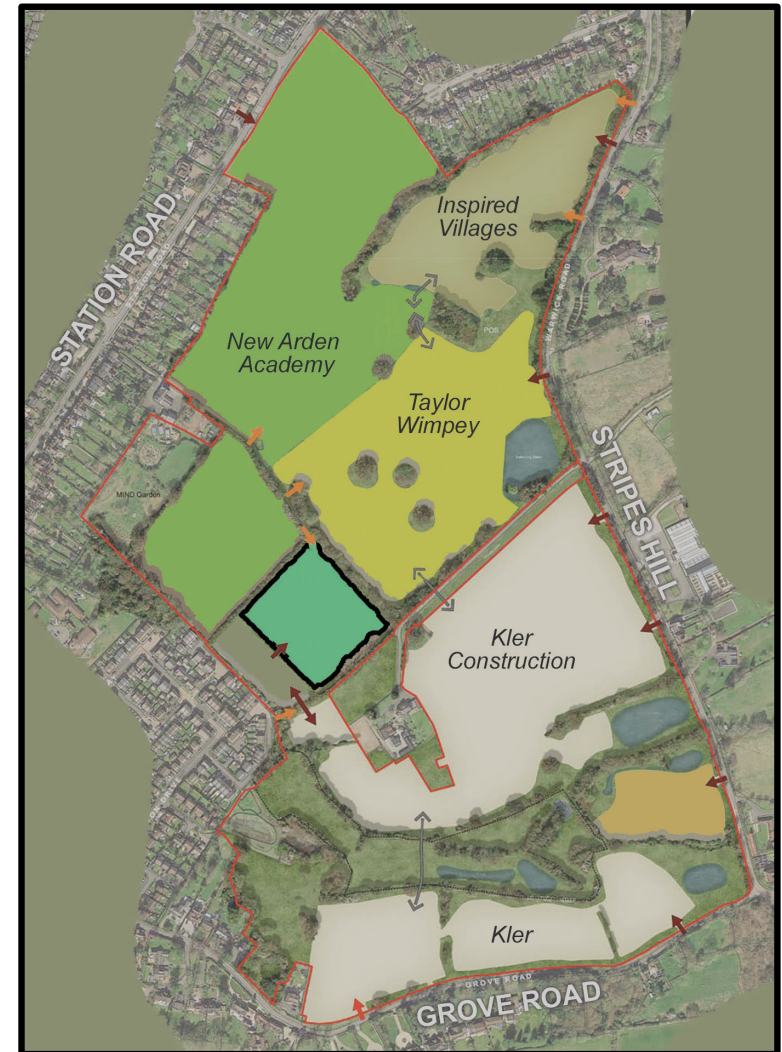
Schools – A New Arden

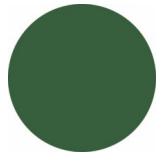
- Existing land plus additional from developers
- Department of Education funding secured
- Further details to be determined



Schools – A New Primary School

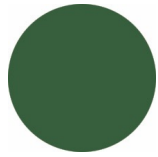
- Land allocated in 'Masterplan' by developers
- Concerns about access
- Most details yet to be determined





Health

- GP surgeries in KDBH are already under strain
- Section 106 Contributions to come
 - Inspired Villages - £3,801,923
 - Kler Construction - £462,135
 - Other developers - TBC
- No clarity as yet on how or when or where this will be used
- Responsibility lies with Birmingham and Solihull Integrated Care Board (NHS)



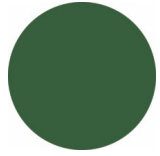
Leisure

- **Section 106 Contributions for Sports Infrastructure to come**
 - **Kler Construction - £1,353,342**
 - **Other developers - TBC**
- **No clarity as yet on how or when or where this will be used**
- **Responsibility lies with Solihull Council**
- **KDBH is better served than average for community leisure activity spaces and this is unlikely to be a pressing concern**



Utilities

- Increases in homes result in extra demand in the utilities distribution systems
- That might mean increased capacity in main supply routes into the area and thus more roadworks
- Drainage, Surface Water and Foul, are appraised as part of planning approvals
- Permission is not granted unless plans are considered sound, nevertheless both flooding and sewage overflows have been increasing challenges in recent years



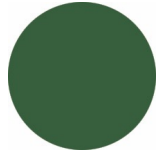
Parking

- Already a significant issue in Knowle, Dorridge and Bentley Heath, car parks full when you only want to pop to the shops.
- Space is at a premium in all three so allocating additional ground is challenging. Going upwards is no easier.
- There is a potential idea for generating 40 or so spaces in Knowle, but that needs further investigation. Bentley Heath may be the most pressing, but hard to identify any solution.
- An answer is to divert drivers to walking, cycling and buses, but advocates are more confident in this than the majority.



Highways

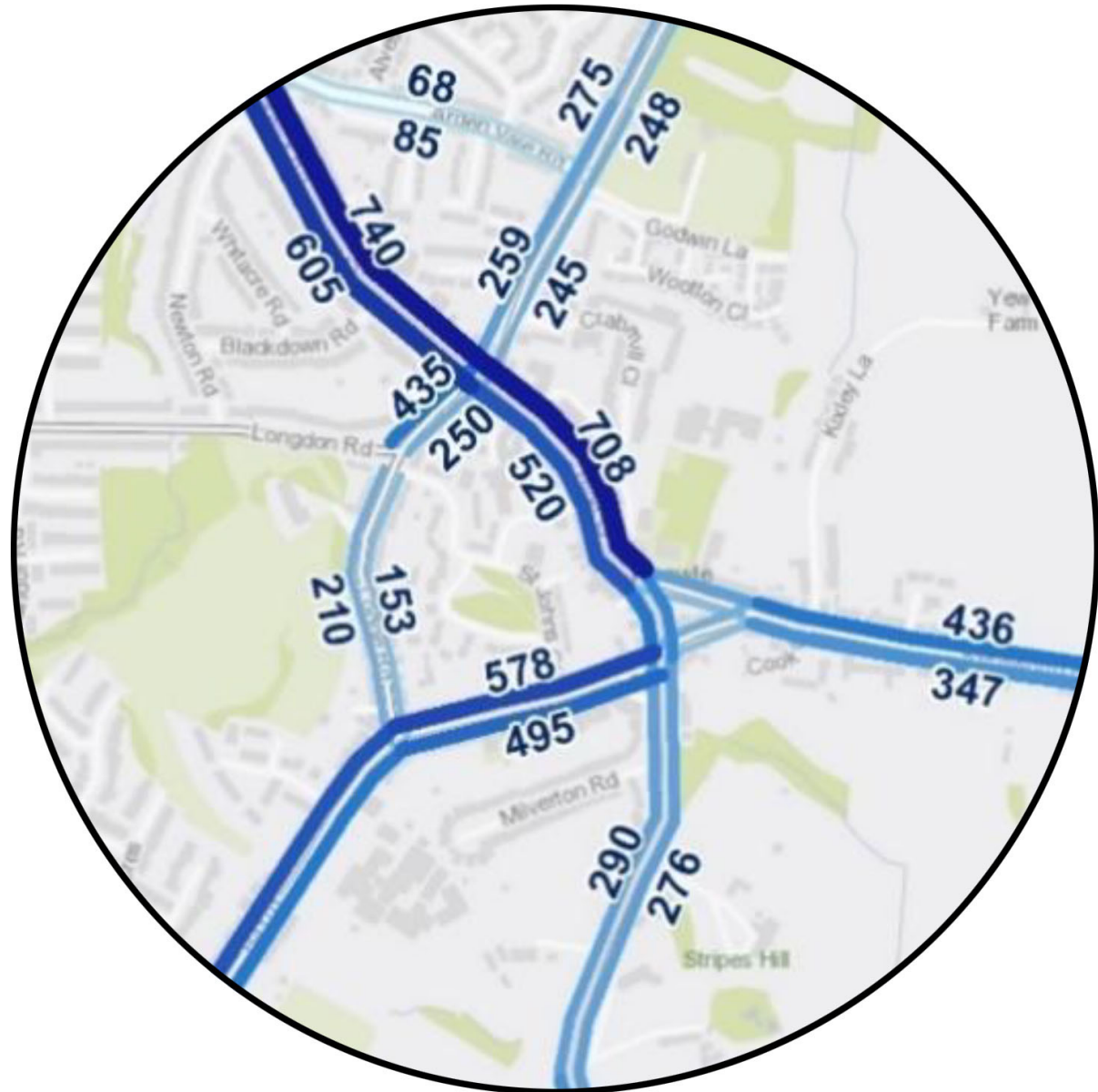
- A similar issue to parking, with some roads and junctions already at capacity at times
- Section 106 Contributions to come
 - Inspired Villages - £22,400 for bus stops
 - Inspired Villages - £279,498 for Warwick Road Cycleway
 - Kler Construction - £89,600 for bus stops
 - Kler Construction - £831,306 for Highways Improvement
 - Other developers - TBC



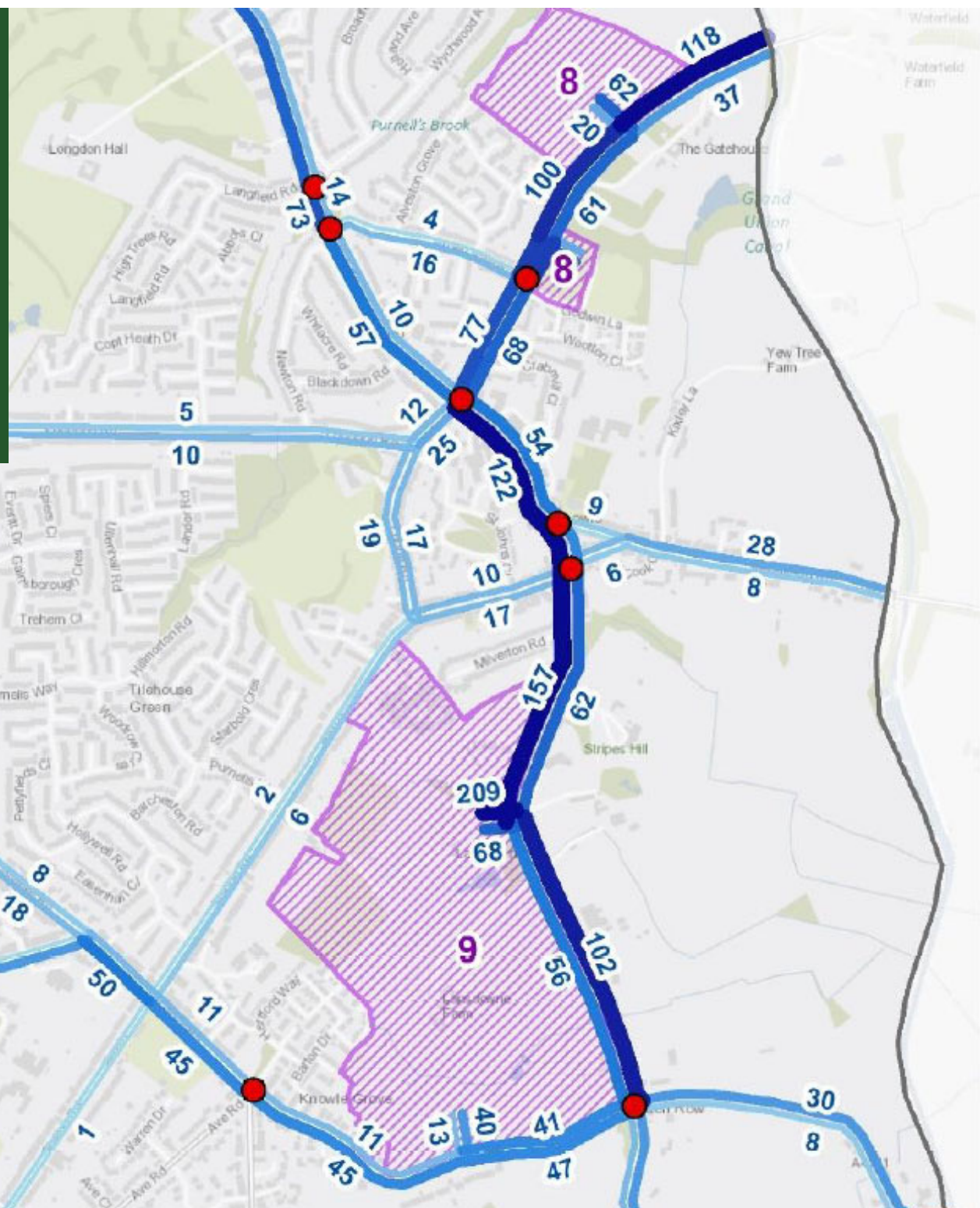
Knowle Transport Study

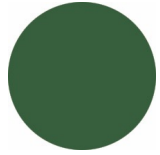
- It was published in October 2020
- A 132 page report
- It projected traffic levels from historic measurement data to 2036, assuming KN1 and KN2 were built
- It analysed junctions and predicted which ones would be congested at peak times

2017 Traffic Volumes



The map shows the proposed bus route (indicated by a thick blue line) and the location of the new bus station (indicated by a red dot). The route starts at the station, goes north along the A122, then west along the A17, then south along the A102, and finally east along the A122. The map also shows the surrounding roads and landmarks, including the A122, A17, A102, and A12. The bus route is marked with numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.





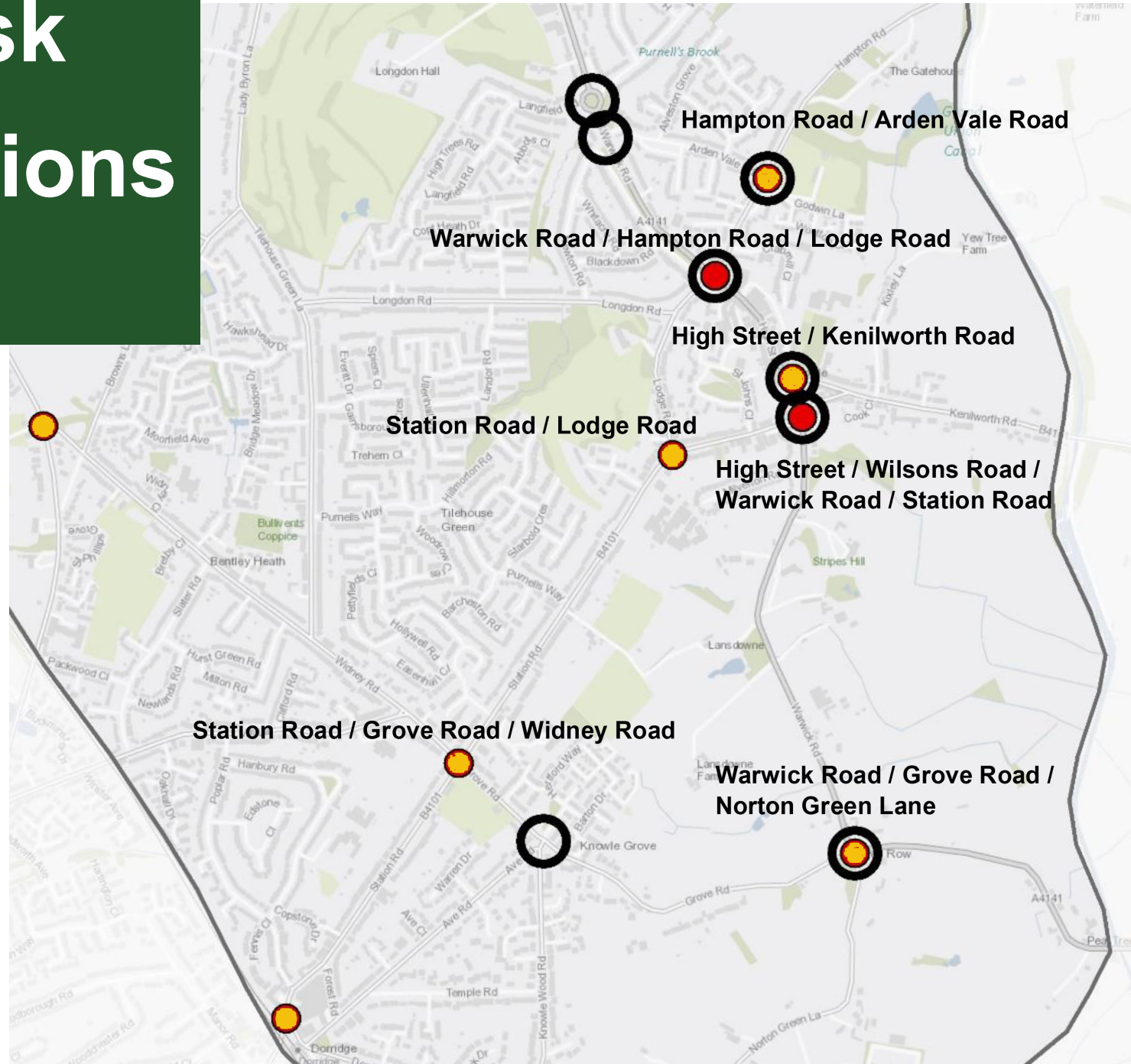
High Street Traffic

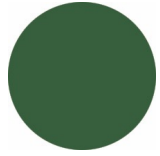
- Three decades would add 9.5 per cent
- KN1/KN2 would add further 15 per cent
- Giving approx 1520 vehicle throughput in peak AM hour

but

- All modelled at pre-Pandemic, pre-WFH levels
- Modelled on 600 KN2 dwellings not the currently projected 890
- Additional Primary School on KN2 site not included

At Risk Junctions





Going Forward

We will seek, on behalf of the KDBH community

- **Stress on infrastructure to be a consideration for inclusion of sites in the Local Plan and for planning approvals**
- **Capacity of the High Street and high risk junctions to be protected**
- **An update to the Transport Study Model**
- **A voice in how providers use their S106 Funds**