

reshaping the bus network in south Birmingham

third consultation round | November 2017

v1.1 | prepared for councillors

national
express **West Midlands**

An illustration of two red and white buses, one in front of the other, driving on a red hill. The buses are stylized with large windows and yellow lights. The background is a light grey gradient with white clouds.

reshaping the bus network in south Birmingham



We asked for your views on plans to reshape the bus network in South Birmingham. We had a great response, with 5,000 customers getting in touch, through several consultation exercises.

Due to the detail of the responses it has taken a little longer than expected to read every one. The responses highlighted many common themes that we have spent more time investigating. We went back to the drawing board in some places to try and address the needs of those customers who took part.

Now we need your help to finalise how the network will look next year.

Why are we making changes?

Our review is necessary for two main reasons. First, traffic congestion is slowing the network down. Second, we want to make sure the network is enabling the journeys our current and new customers want.

Traffic congestion is a serious issue for our customers. It slows down their journeys and makes using the bus less attractive and fewer people travel. This is bad for our customers who are trying to access jobs, education, healthcare and leisure opportunities. We have responded by responding by deploying more buses to maintain the same service levels, so buses still arrive as often, but they are stuck in the same congestion.

And our network needs to respond to the ever-changing nature of the places it serves. New housing, employment, and changes to where people want to travel, means we need to react to, and predict, new travel needs.

We are working closely with Transport for West Midlands and Birmingham City Council to help overcome some of the delays seen on the network. This includes new initiatives on traffic light optimisation, bus lane enforcement and new bus lanes at key hotspots on the network.

When will routes change?

The earliest that some routes could change is 28 February 2018. As with all consultation some proposals and ideas will change, depending on the feedback we receive, so we need to know what you like and don't like. Full details of any change will be available about 4 to 6 weeks beforehand.

The routes we're including in this consultation include the following:

- 1 Five Ways – Moseley – Acocks Green – Gospel Oak
- 2 City – Wake Green – Warstock – Maypole
- 3 City – Wake Green – Yardley Wood
- 5 City – Springfield – Hall Green – Shirley – Monkspath – Solihull
- 6 City – Springfield – Hall Green – Shirley – Solihull
- 6A City – Springfield – Hall Green – Shirley – Monkspath – Solihull
- 18 Bartley Green – Northfield – Kings Norton – Kings Heath – Yardley Wood
- 22 City – Harborne – Bartley Green/Kitwell
- 23 City – Harborne – Bartley Green/Kitwell
- 24 City – Harborne – Quinton – Woodgate North
- 27 Hawkesley – Northfield – Bournville – Kings Heath – Warstock – Maypole
- 29 City – Harborne – Weoley Castle – Northfield – Allens Cross – Frankley
- 31 City – Springfield – Acocks Green – Gospel Oak – Shirley – Solihull
- 35 City – Moseley – Kings Heath – Brandwood End – Hawkesley
- 37 City – Tysley – Acocks Green – Olton – Solihull
- 45 City – Stirchley – Kings Norton – West Heath – Longbridge
- 47 City – Stirchley – Kings Norton – Turves Green – Cofton Hackett
- 48 West Bromwich – Bearwood – QE Hospital – Weoley Castle – Northfield
- 49 Northfield – Allens Cross – Longbridge – West Heath – Kings Norton – Solihull
- 50 City – Moseley – Kings Heath – Maypole – Druids Heath
- 50A City – Moseley – Kings Heath – Maypole – Wythall
- 63 City – Selly Oak – Northfield – Rubery
- 76 QE Hospital – Kings Heath – Yardley Wood – Shirley – Solihull
- 98 City – QE Hospital – Selly Oak – Northfield – Rednal – Great Park
- X61 City – University – Northfield – Frankley
- X64 City – QE Hospital – Weoley Castle – Bartley Green/Kitwell

We continue to work closely with Transport for West Midlands (TfWM) to ensure their public transport policies, including access standards, are met be either our network or a combination of our network and their supported network.

The principles

All our research shows that the top three things our customers want, in order, are:

1. **Frequency** (how often buses arrive)
2. **Journey time** (how long the bus takes to get there)
3. **Price** (value for money)

Our proposals are in line with local policy and strategy. Transforming Bus Travel proposed a substantial overhaul of the network guided by:

1. **Simplicity** (fewer routes and more logical numbers)
2. **High frequency routes to key centres**
3. **Complementary routes with lower frequencies for local and customised travel needs**

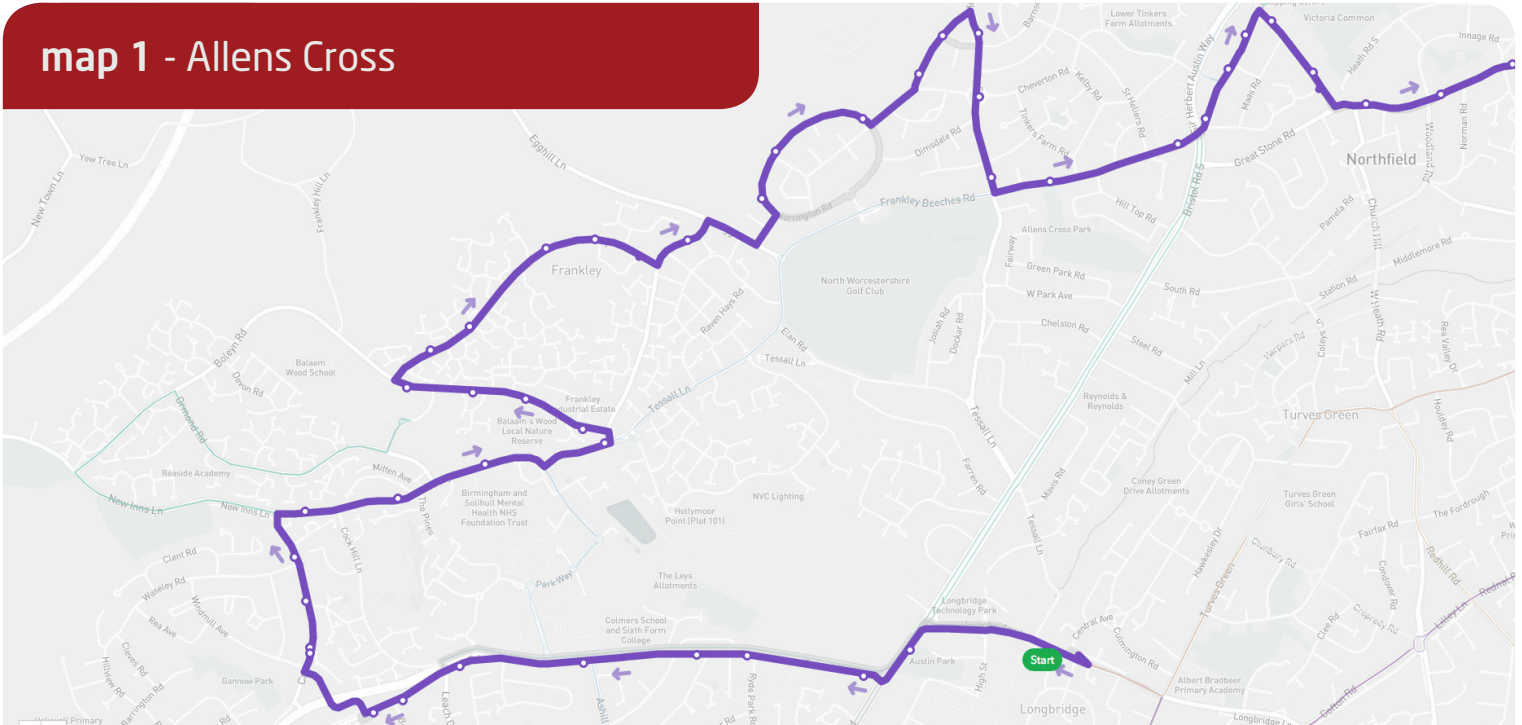
We have already conducted some customer research on general network attributes to determine preferences for things such as journey speeds, walking distances, connections and frequency.

Q. Do you agree with these principles when designing bus routes?

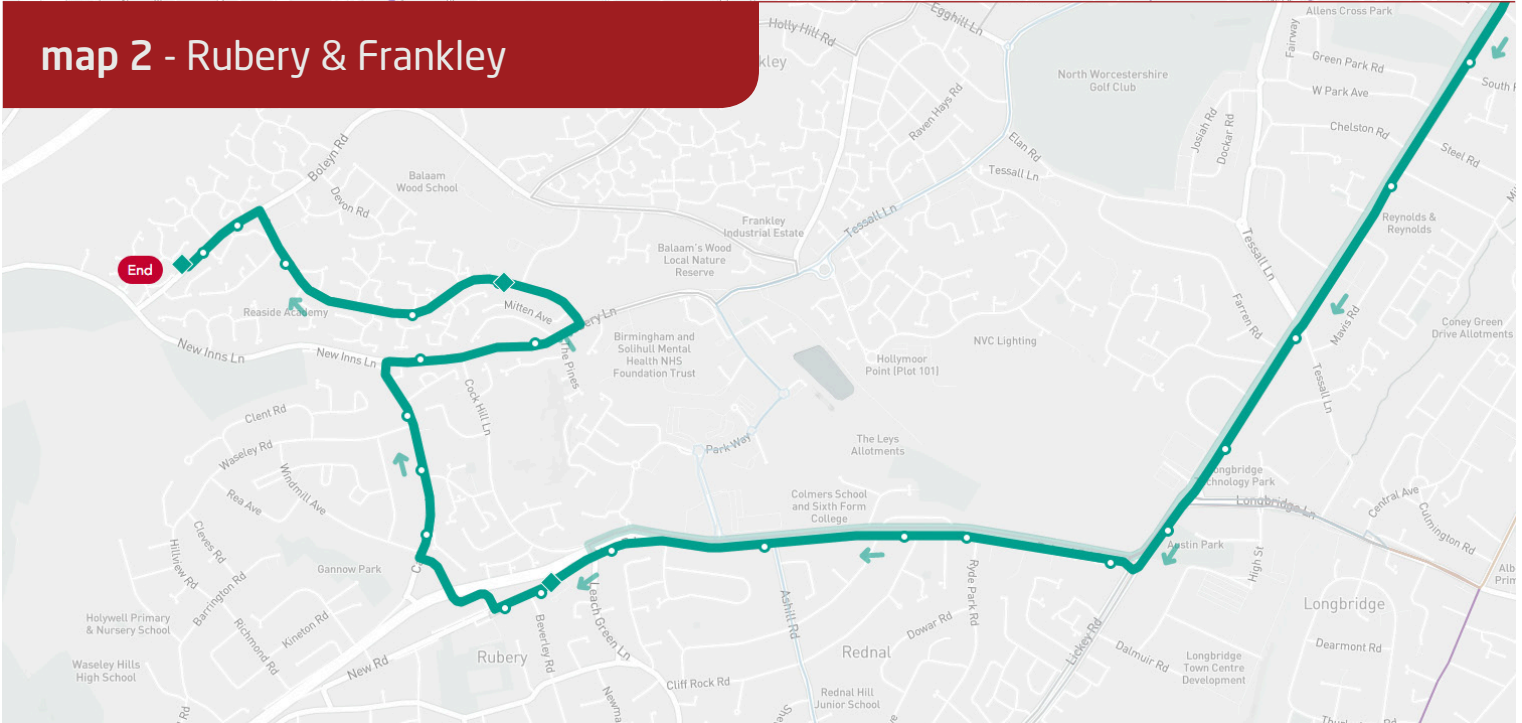
What changes are being considered?

There are lots of ideas so we've split the detail into smaller, area-by-area pieces, followed by a few questions. These questions can be answered in the online survey at nxbus.co.uk or in a paper survey at local libraries.

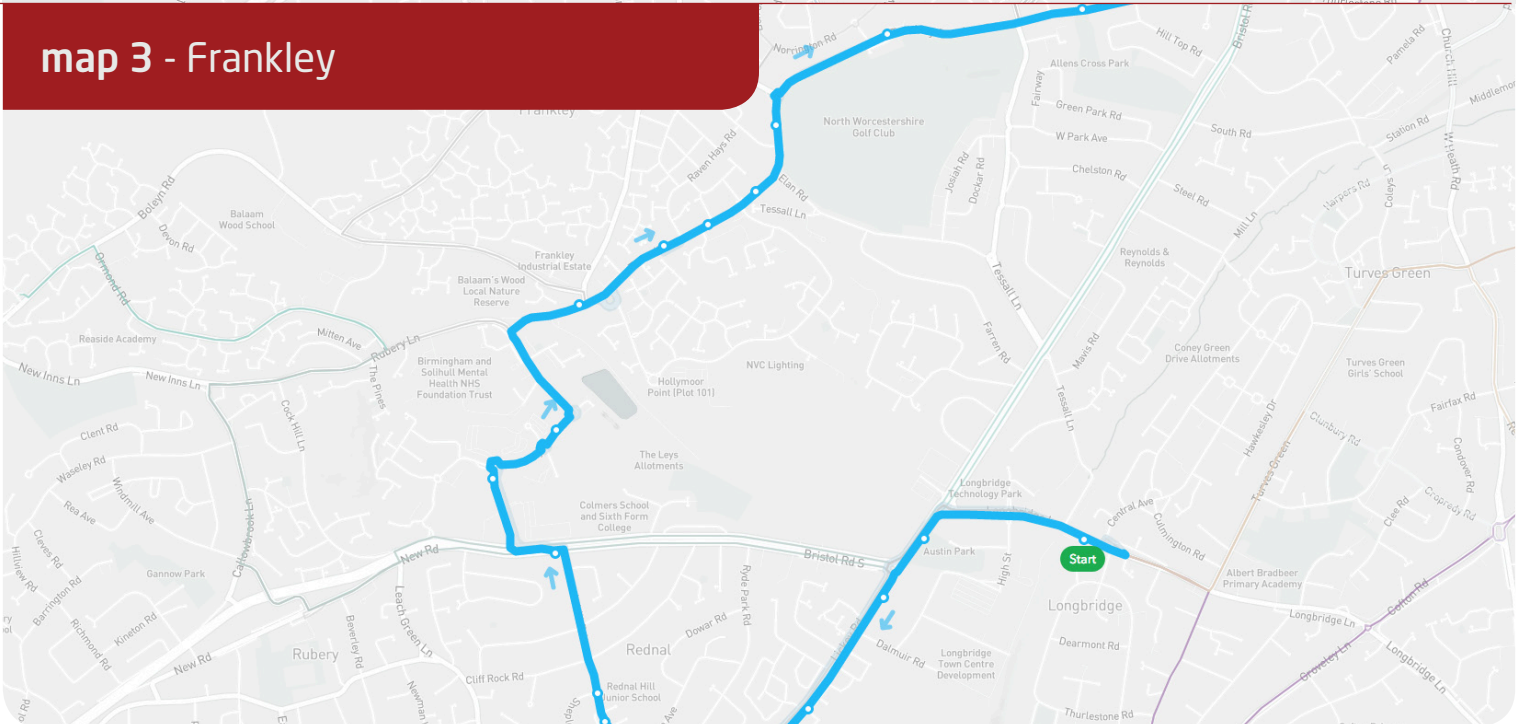
map 1 - Allens Cross



map 2 - Rubery & Frankley



map 3 - Frankley



Allens Cross, Frankley, Rubery, Rednal and Cofton Hackett

The following is being considered:

In **Allens Cross**, see map 1, the feedback we received preferred a route that would not get stuck in traffic congestion in Birmingham city centre, Harborne and Solihull. We plan to replace the 29 and 49 with a new, more local route, linking Allens Cross to Longbridge, Great Park and Northfield along the same roads as the current 49.

Q. Will you be affected by this change?

Q. Do you like this idea?

Q. One outcome could see the new route for Allens Cross link onto the current 27, between Northfield and Kings Heath, providing new links beyond Northfield to Bournville, Stirchley and Kings Heath. Do you like this idea?

In **Rubery and Frankley**, see map 2, we are planning to offer an improved service on the 63, including better evening and weekend buses. This caters for connections to Rubery, Longbridge, Northfield, Selly Oak and Birmingham city centre.

Q. Do you use, or plan to use, the 63 route between Frankley and Birmingham?

Q. How important are better evening and weekend services to you on this route?

Q. Do you like this idea?

Q. We're looking at whether the 63 could run along a more convenient route for most customers in Frankley. This could mean buses run from Rubery along Callowbridge Road, Callowbrook Lane, New Inns Lane, Cross Farms Lane, Rubery Lane, Ormond Road and Boleyn Road to turn at Crompton Road. Do you like this idea?

Also in **Rubery and Frankley**, see map 1, the current 29 and 49 would be replaced by a new route between Longbridge, Great Park, Frankley, Allens Cross and Northfield. This would follow the same route as the current 49 between Longbridge and Northfield.

Q. Will you be affected by this change?

Q. Do you like this idea?

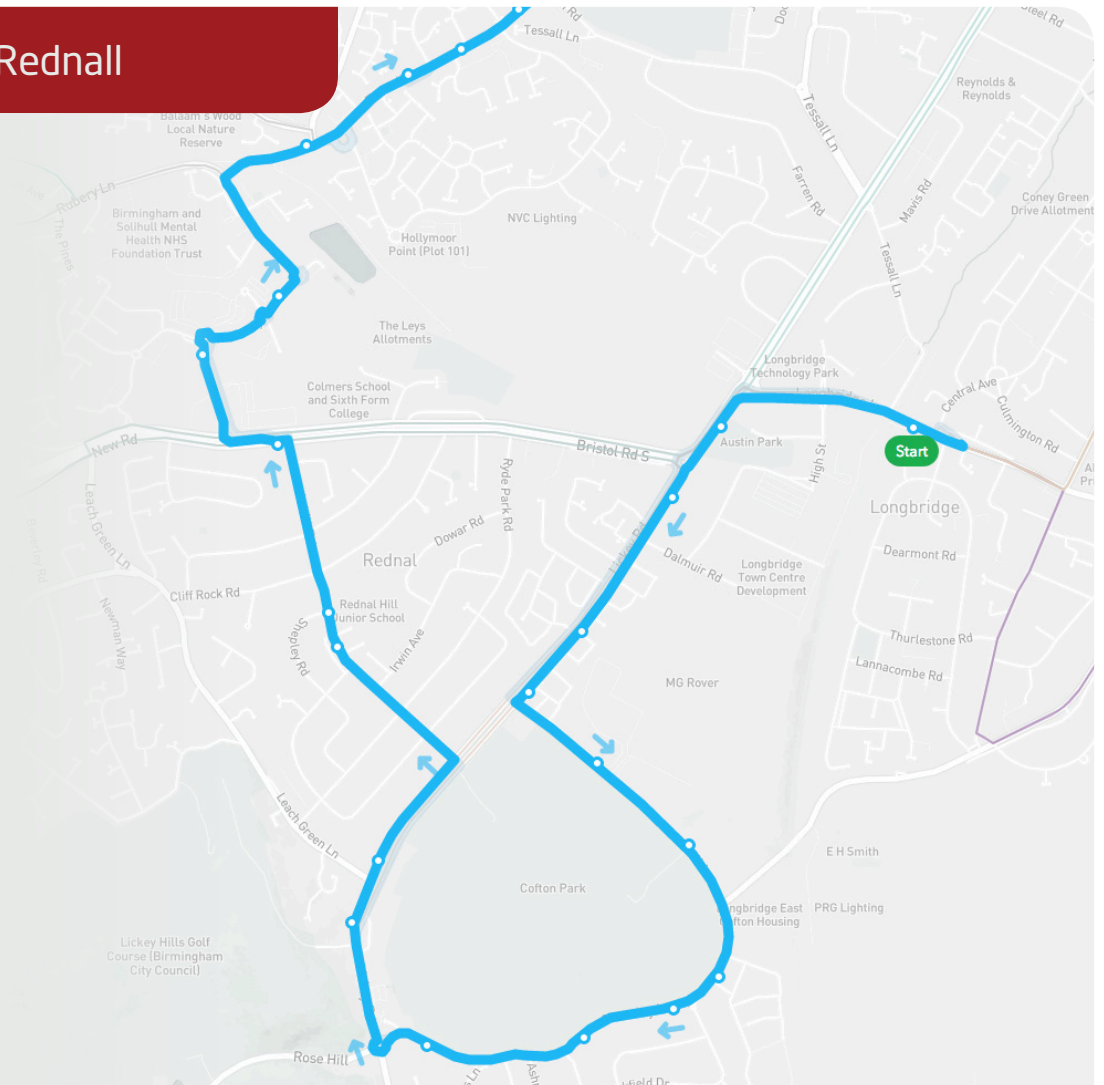
Q. The new route for Allens Cross could link onto the current 27, between Northfield and Kings Heath, providing new links beyond Northfield to Bournville, Stirchley and Kings Heath. Do you like this idea?

In **Frankley**, see map 3, the current X61 may run along a slightly modified route, via Great Park to Rednal, Cofton Hackett and Longbridge. This change would offer better links through Great Park and Rednal. The route would also serve the QE Hospital and university.

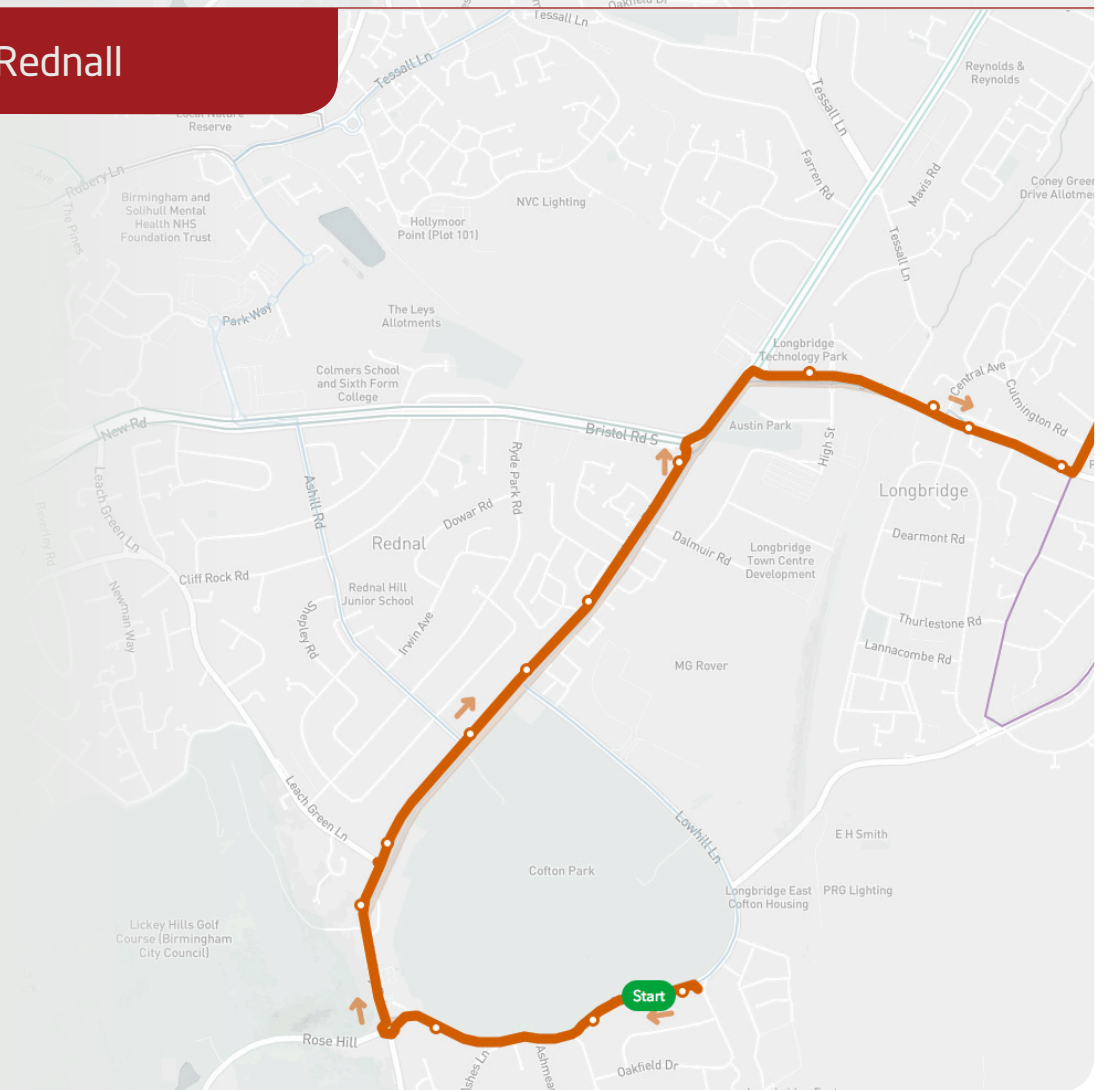
Q. Will you be affected by this change?

Q. Do you like this idea?

map 4 - Great Park & Rednal



map 5 - Great Park & Rednal



In **Great Park** and **Rednal**, see map 4, the current 98 could be replaced by changes to the current X61. The new route could run from Longbridge, through Cofton Hackett, Rednal, Great Park, Northfield and Selly Oak to Birmingham city centre. This would also serve the QE Hospital and university. It would be limited stop along Bristol Road.

Q. Will you be affected by this change?

Q. Do you like this idea?

Q. We want bus stops in Rednal to better serve the area. One idea is to run the new route along Edgewood Road and Ash Hill Road between Rednal Road and Bristol Road. This would be instead of using Leach Green Lane. Do you like this idea?

Alternatively, in **Great Park** and **Rednal**, see map 5, the current 98 could be replaced by changes to the current 47 and X61. Firstly, X61 could extend to serve Great Park. Secondly, 47 could run a new route from Cofton Hackett via Groveley Lane, Lowhill Lane, Lickey Road, Longbridge, Turves Green, Staple Lodge Road, Kings Norton, Cotteridge, Bournville, Selly Oak, QE Hospital and fast to Birmingham city centre.

Q. Will you be affected by this change?

Q. Do you like this idea?

Q. Which idea do you prefer, extending either the X61 or 47 to serve as the regular link between Cofton Hackett, Rednal and Longbridge? (The X61 would offer links via Northfield to the QE Hospital and Birmingham city centre, whilst the 47 would offer links via Cotteridge, Bournville and the QE Hospital to Birmingham city centre).

In **Cofton Hackett**, see map 4, a new route will replace the current 47 and 98. The new route could run from Longbridge, through Cofton Hackett, Rednal, Great Park, Northfield and Selly Oak to Birmingham city centre. This would also serve the QE Hospital and university. It would be limited stop along Bristol Road.

The benefits would be that the route connects Cofton Hackett and Rednal with shopping and employment in both Great Park and Longbridge, and the rail station at Longbridge.

Q. Will you be affected by this change?

Q. Do you like this idea?

Q. To better serve Cofton Hackett as it grows, we want to serve more of the roads, and it is planned to run the full loop along Lickey Road, Lowhill Lane and Groveley Lane back to Lickey Road. Do you like this idea?

Alternatively, in **Cofton Hackett**, see map 5, the current 98 could be replaced by changes to the current 47. This could run a new route from Cofton Hackett via Groveley Lane, Lowhill Lane and Lickey Road to Longbridge then via Turves Green, Staple Lodge Road, Kings Norton, Cotteridge, Bournville, Selly Oak, QE Hospital and fast to Birmingham city centre.

The benefits would be that the route connects Cofton Hackett with shopping and employment in both Kings Norton and Longbridge, and the rail station at Longbridge.

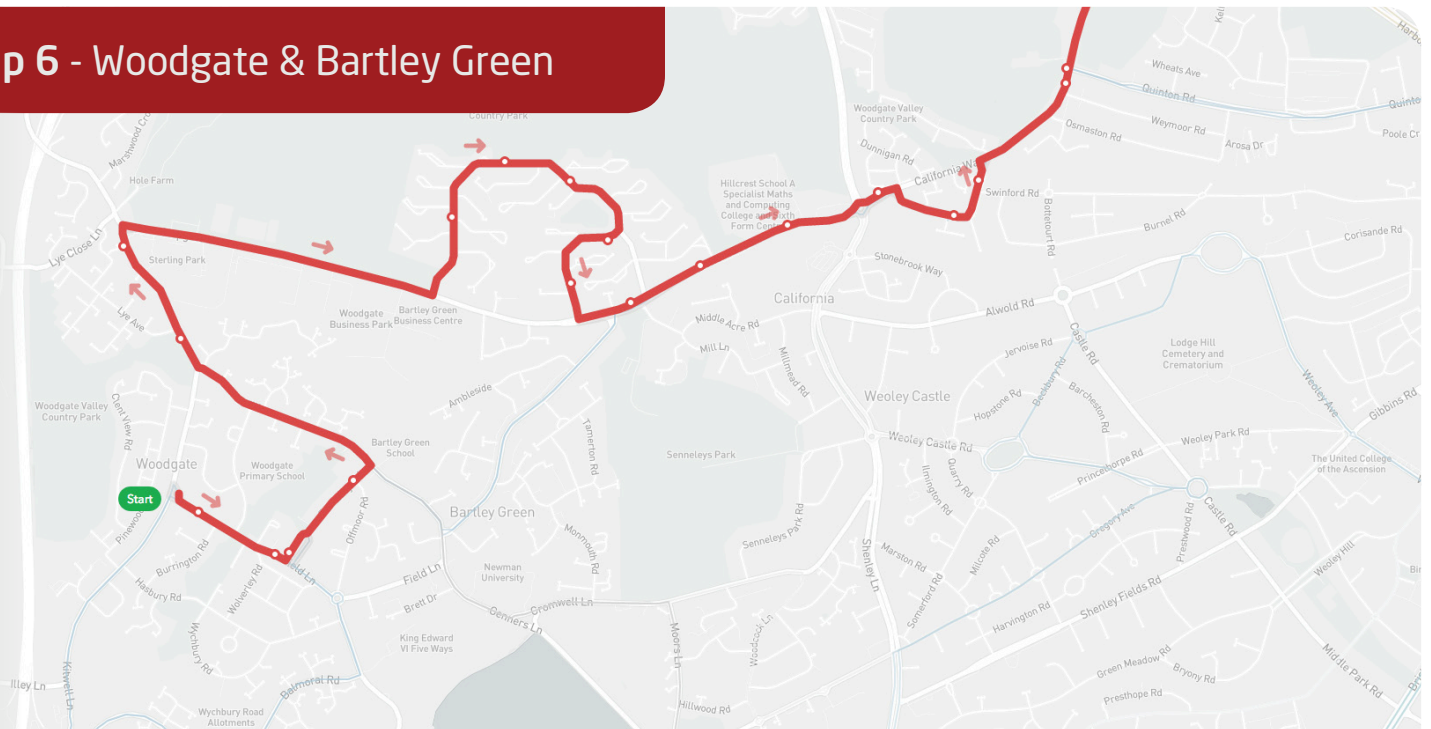
Q. Will you be affected by this change?

Q. Do you like this idea?

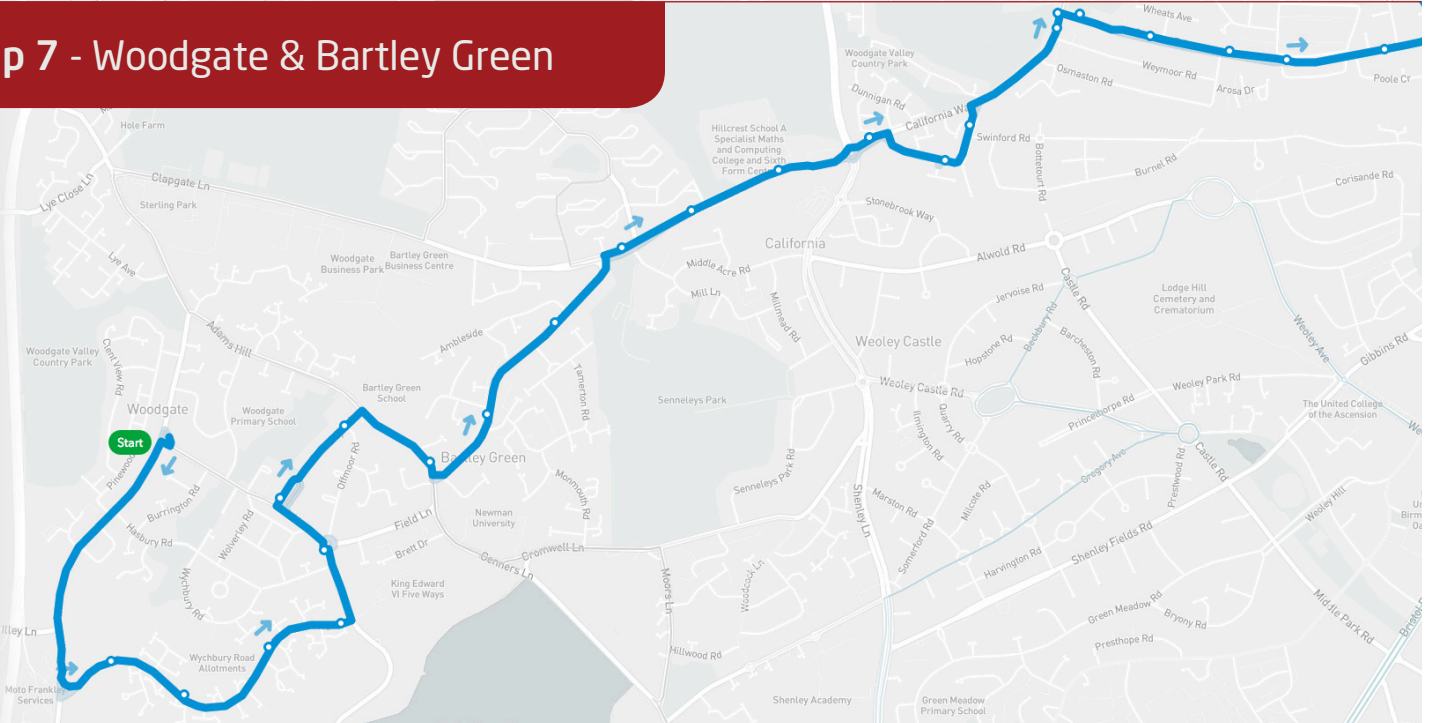
Q. Which idea do you prefer, extending either the X61 or 47 to serve as the regular link between Cofton Hackett, Rednal and Longbridge? (The X61 would offer links via Northfield to the QE Hospital and Birmingham city centre, whilst the 47 would offer links via Cotteridge, Bournville and the QE Hospital to Birmingham city centre).

Q. Please tell us how plans in these areas may affect you, and, how to improve them to better serve you.

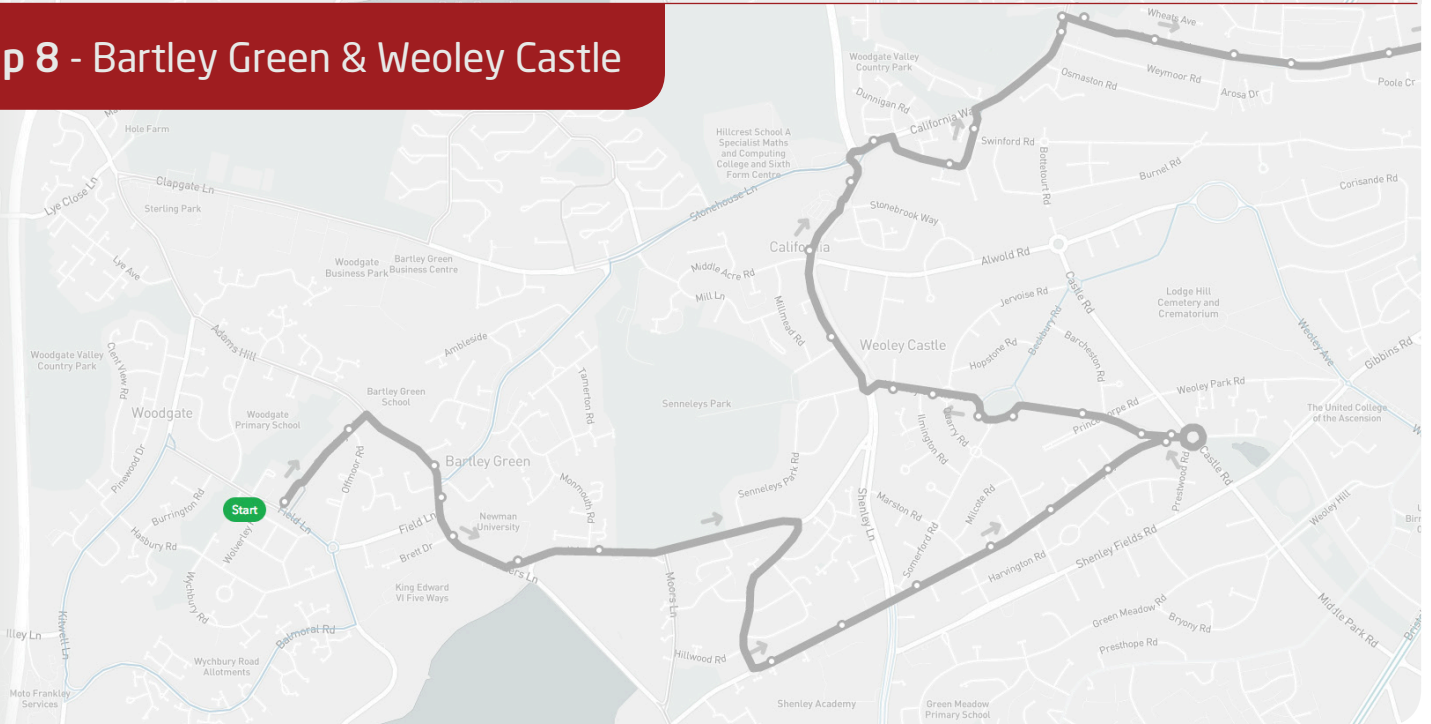
map 6 - Woodgate & Bartley Green



map 7 - Woodgate & Bartley Green



map 8 - Bartley Green & Weoley Castle



Bartley Green, Kitwell, Woodgate, Woodgate Valley South

Based on the feedback we have received from customers that regularly use the current 22, 23 and X64 we would like to offer improved and faster links to key destinations. The following is being considered:

The current **23** would not change (map 6), instead it would run **more often**, and become the main route linking this area to Harborne, Five Ways and Birmingham city centre via Broad Street.

The current **22** would run along a **new route** (map 7), via Quinton Road, the QE Hospital and university to Birmingham city centre.

The current **X64** would no longer run. Links to the QE Hospital and university could be made on the new 22, whilst links to Weoley Castle could be made on changes to the 48 (map 8).

Q. Would you be affected by these changes?

Q. Do you like these ideas?

Q. There are two possible options for how to run the new 22 and 23 routes around this area. Which do you prefer? (See map).

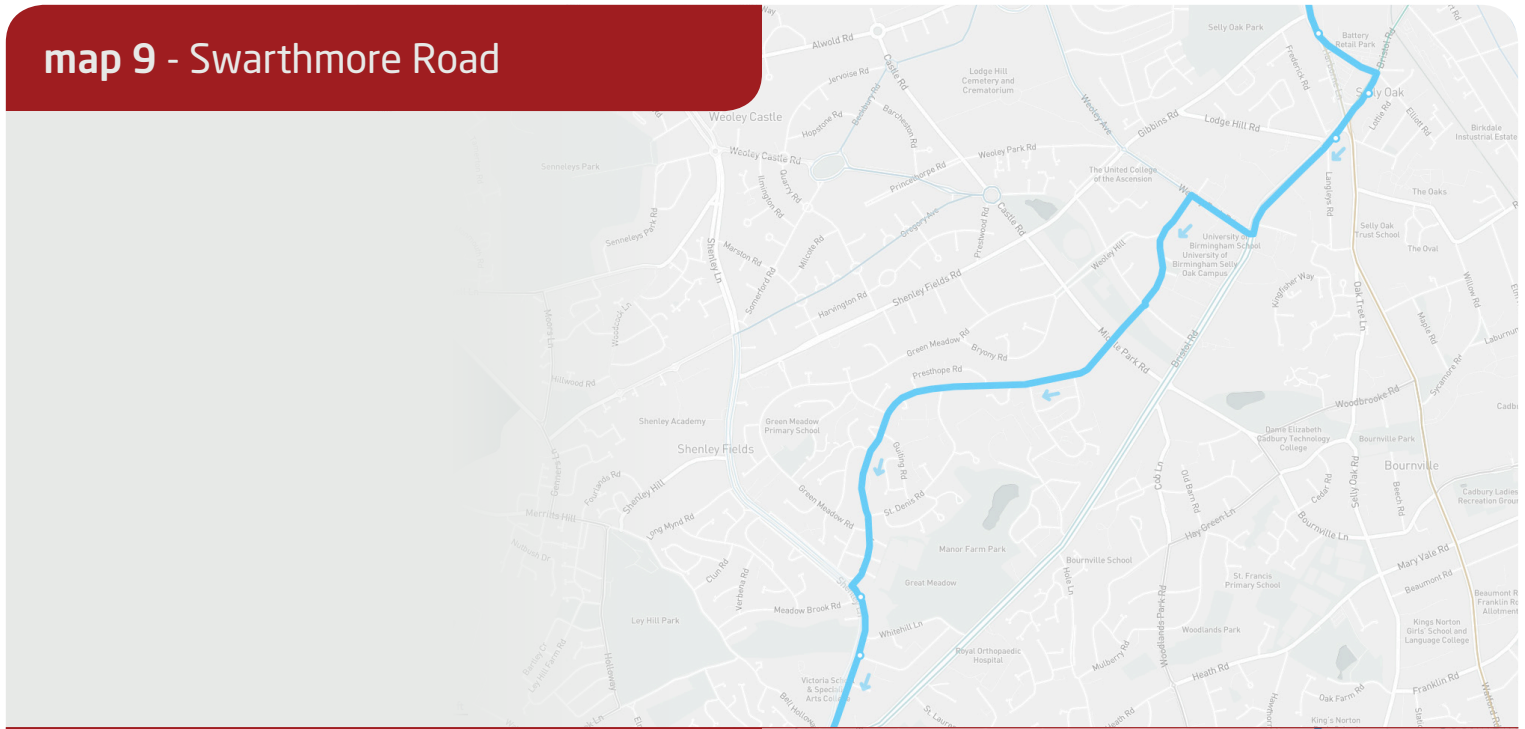
Q. Thinking about Woodgate Valley South, (Sommerfield Road and Stevens Road), would it be better served by route 22 running through the QE hospital to Birmingham city centre or by route 23 running through Harborne to Birmingham city centre?

Q. Thinking about Jiggins Lane, would it be better served by route 22 running through the QE hospital to Birmingham city centre or by route 23 running through Harborne to Birmingham city centre?

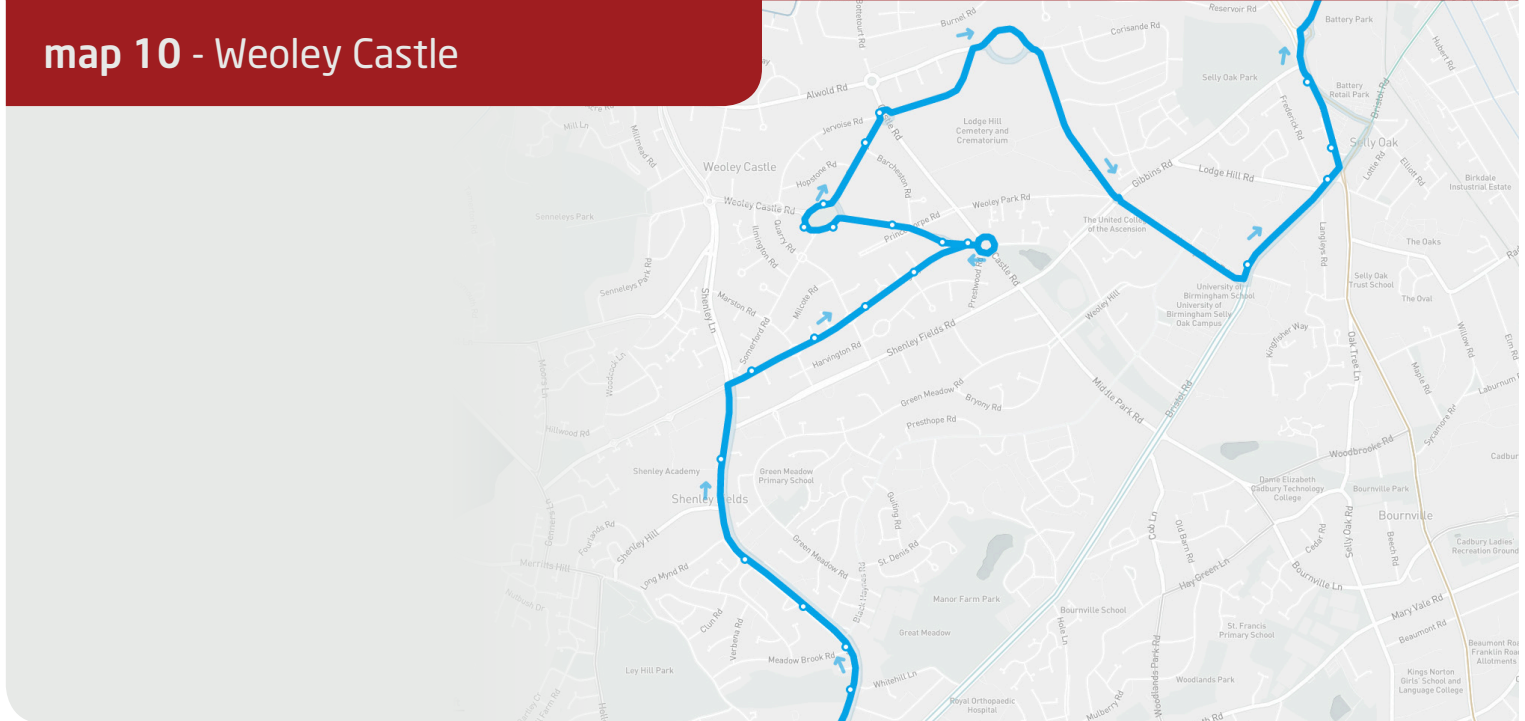
Q. In Bartley Green, are buses better to use Romsley Road (as they do today, past the Medical Practice), or Field Lane (closer to the schools)?



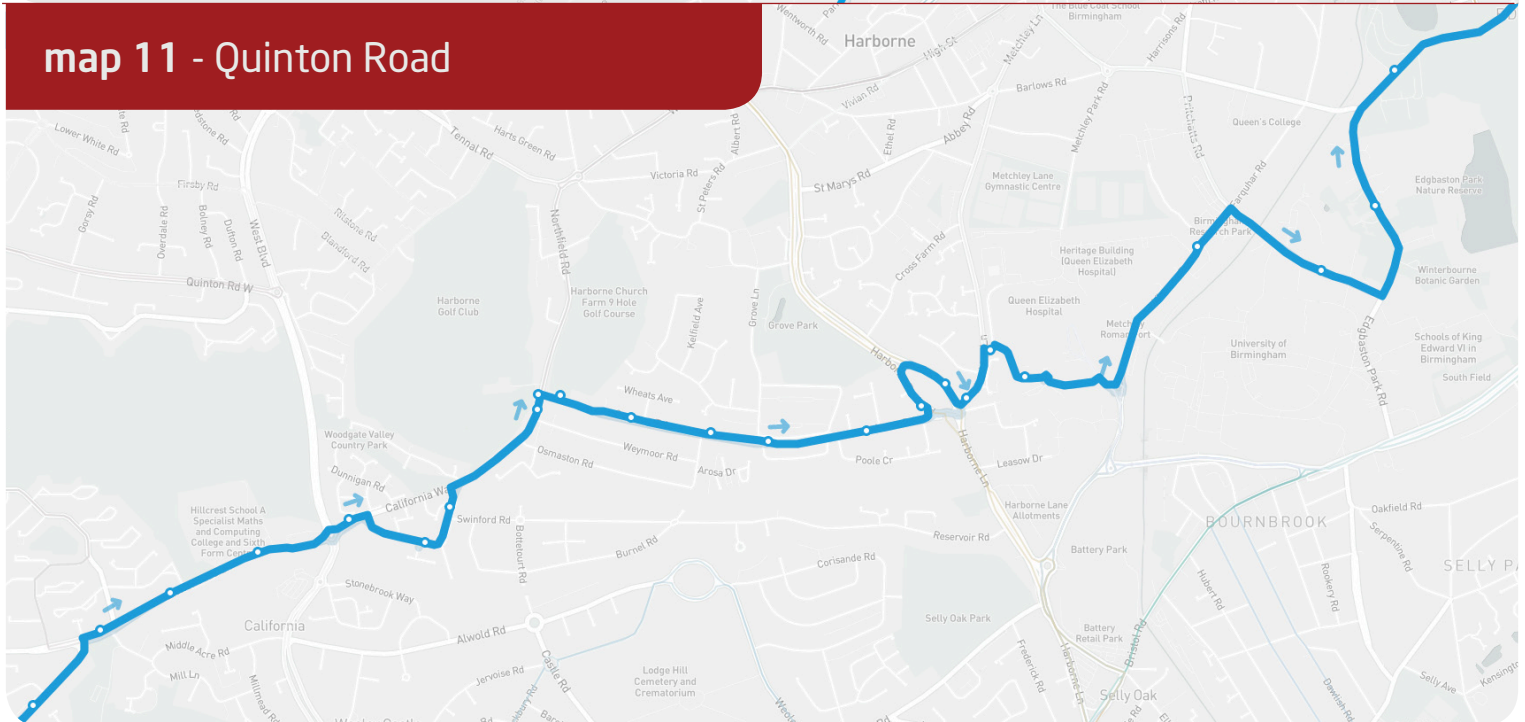
map 9 - Swarthmore Road



map 10 - Weoley Castle



map 11 - Quinton Road



Weoley Castle, Quinton Road

Based on the feedback we have received from customers that regularly use the current 29, 48 and X64 we would like to offer improved and faster links to key destinations. The following is being considered:

New route 19 (map 9), would run from Northfield, via Shenley Lane, Black Haynes Road, Swarthmore Road, Fox Hill, Weoley Park Road, Bristol Road (Selly Oak), to the QE Hospital and University.

New route 21 (map 10), would run from Northfield, via Shenley Lane, Gregory Avenue, Weoley Castle Road (Weoley Castle), Beckbury Road, Kemberton Road, Alwold Road, Weoley Avenue, Weoley Park Road, Bristol Road (Selly Oak), then via the QE Hospital and university to Birmingham city centre.

New route 22 (map 11), would run from Bartley Green, via Woodgate Valley South, California, Quinton Road, then via the QE Hospital and university to Birmingham city centre.

Revised route 48 (map 8), would run from Bartley Green, via Cromwell Lane, Woodcock Lane, Long Nuke Road, Gregory Avenue, Weoley Castle Road (Weoley Castle), Barnes Hill, California, Quinton Road, the QE Hospital and university, Somerset Road, Harborne, and along its current route to West Bromwich.

Q. Do you currently use a route in this area?

Q. Which route?

Q. Where do you normally get on?

Q. And where do you normally get off?

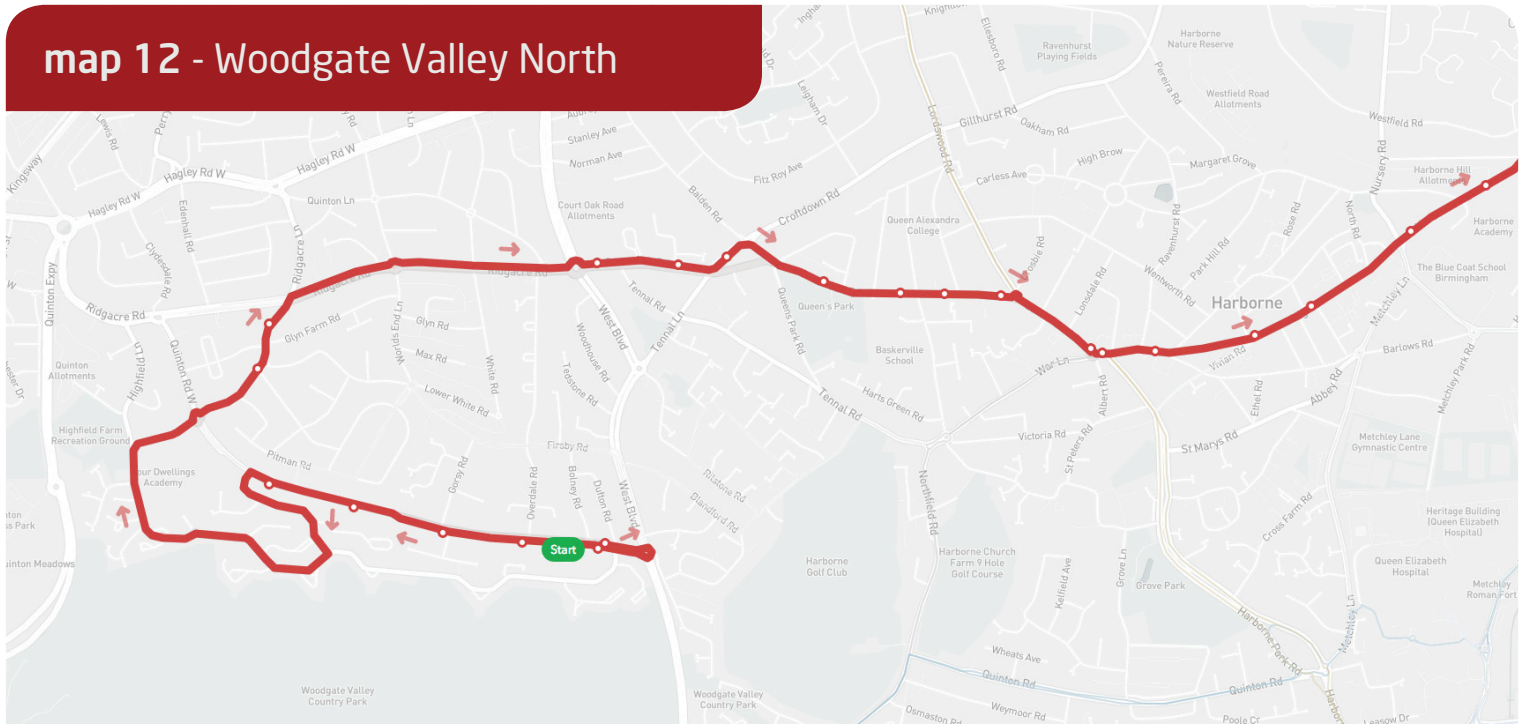
Q. Would you be affected by these changes?

Q. Do you like these ideas?

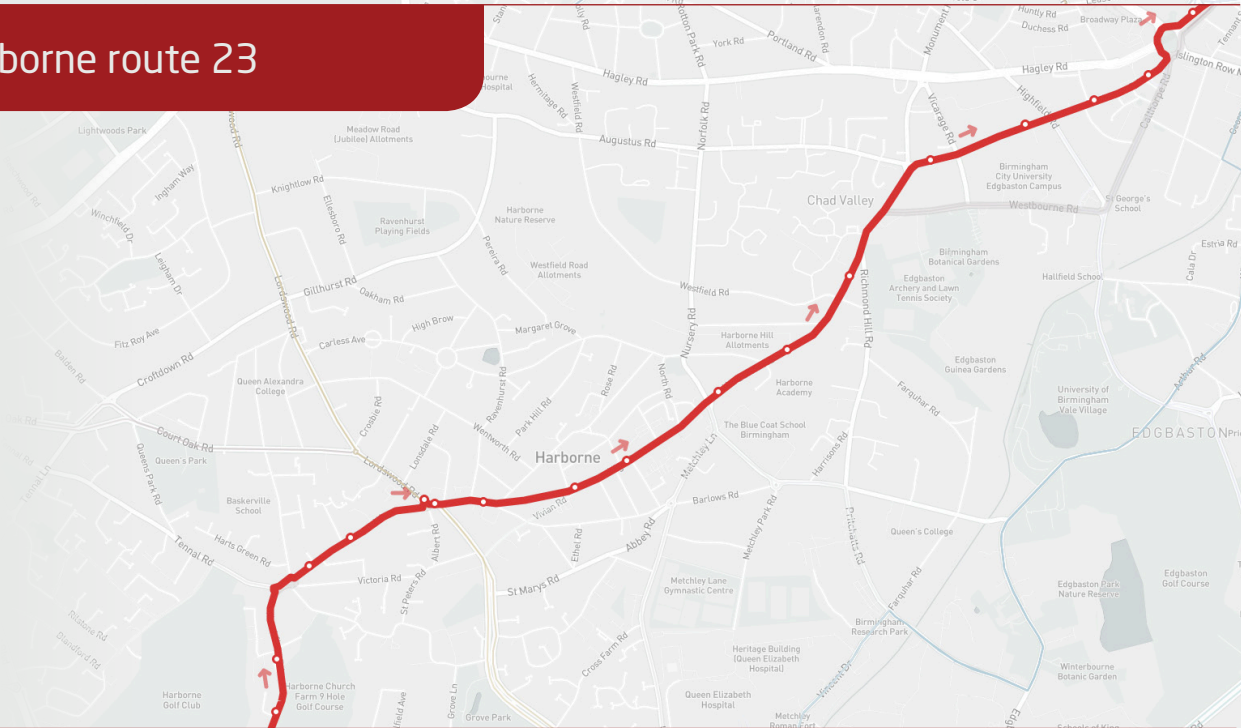
Q. Please tell us how these plans may affect you, and, how they could be improved to better serve you.



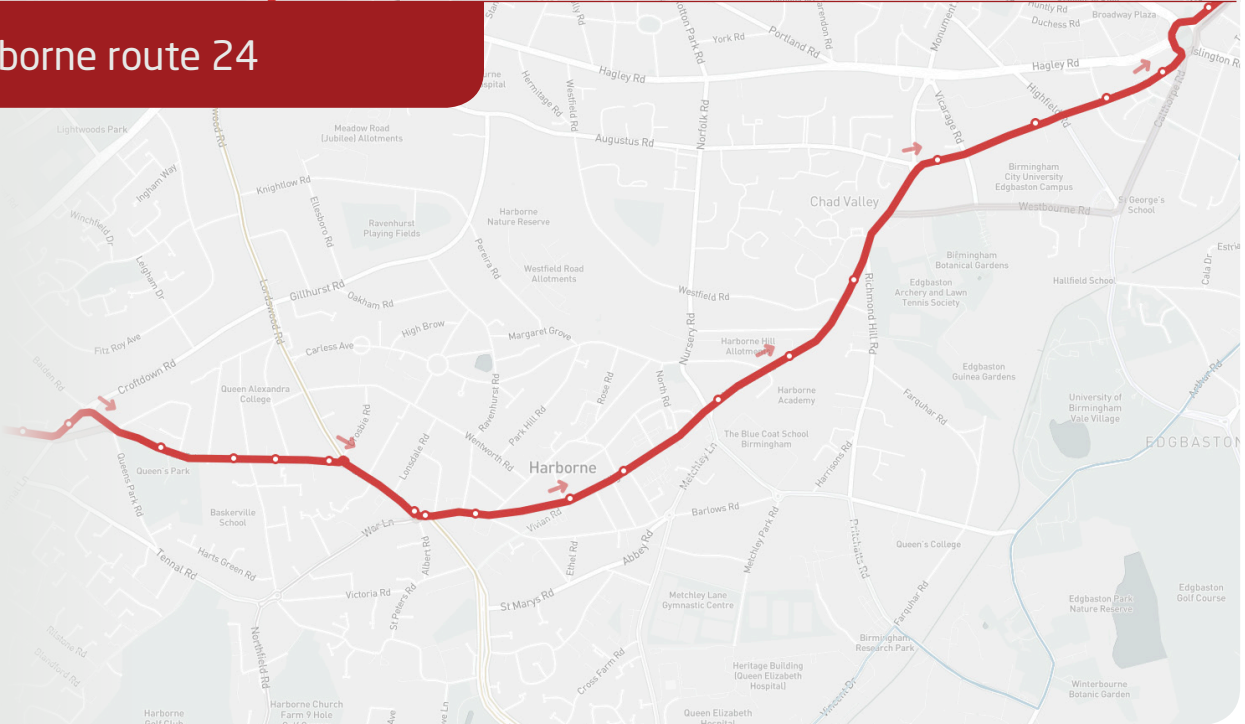
map 12 - Woodgate Valley North



map 13 - Harborne route 23



map 14 - Harborne route 24



Woodgate Valley North

Based on the feedback we have received from customers and regular observations we have made in this area we would like to offer a better route at Quinton Road West. The following is being considered:

Route 24 would run a slightly different route between Quinton Tesco and where it terminates. After leaving Quinton Tesco it would run along Ridgacre Lane, Dwellings Lane, Highfield Lane, then left up Simmons Drive and right along Quinton Road West to the stops at Dufton Road/Martley Croft where it would turn and go back to Harborne and Birmingham the same way.

Q. Do you currently use the 24 in Woodgate Valley North?

Q. Will you be affected by these changes?

Q. What stop do you normally use?

Q. What do you think about the changes?

Q. Please tell us how these plans may affect you, and, how they could be improved to better serve you.

Harborne

We're working on plans to make links between Harborne and Birmingham city centre faster and more convenient. Part of this includes running buses more often, on fewer routes, so that they are simpler to use and more resilient to traffic congestion.

We're also working closely with Birmingham City Council and Transport for West Midlands who are currently developing improved bus priorities between Harborne and Birmingham city centre. This includes new bus lanes and traffic light control. The first phases of these plans will be implemented in early 2018.

Based on feedback we've already received our plans could include:

The 22 and 23 would be merged into one route that runs more often (map 13). The 24 would also run more often (map 14). Overall the gaps between buses would be better.

Q. Do you currently use the 22, 23 or 24?

Q. What is your usual destination on the 22, 23 or 24?

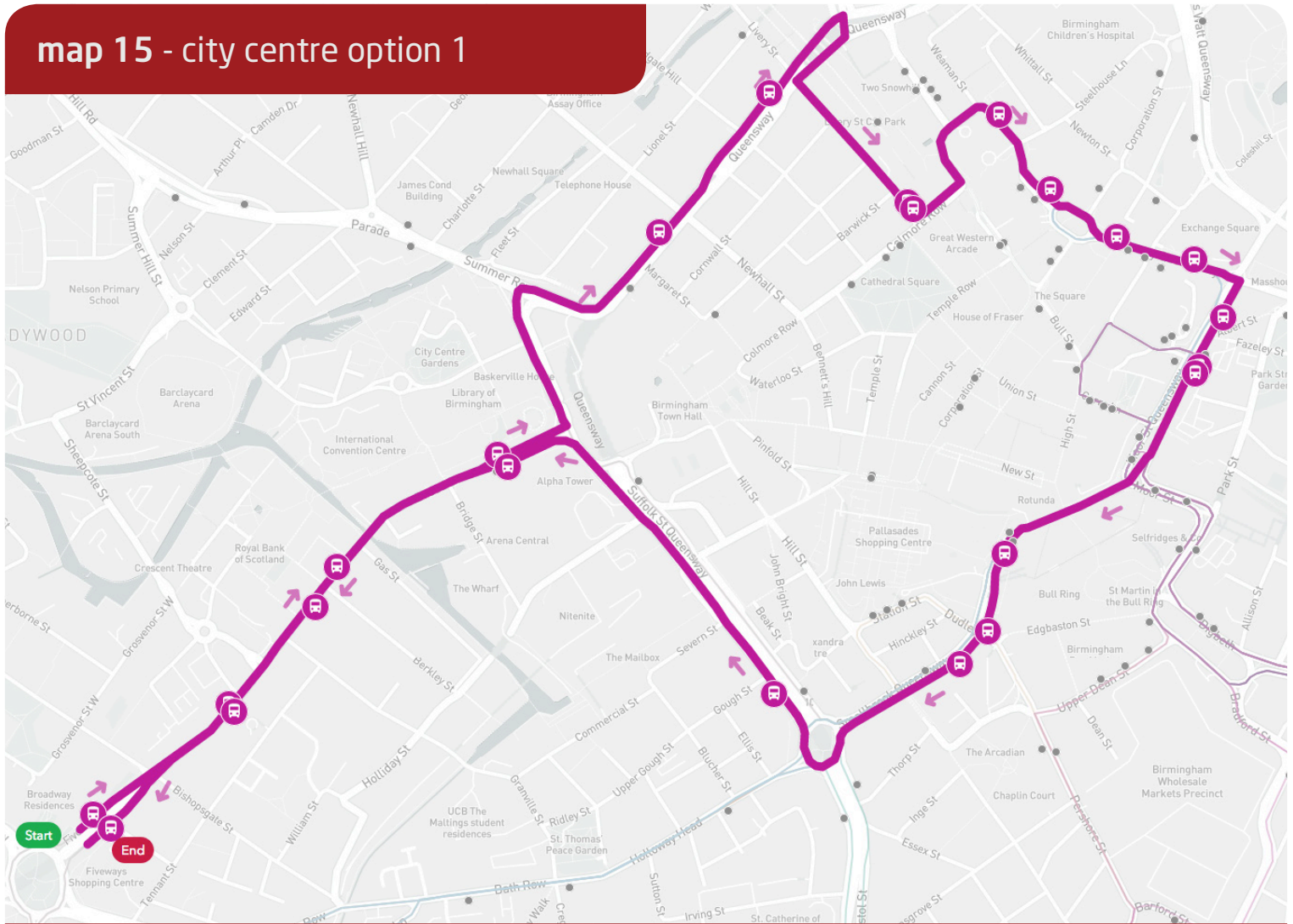
Q. Will you be affected by these changes?

Q. What do you think about this idea?

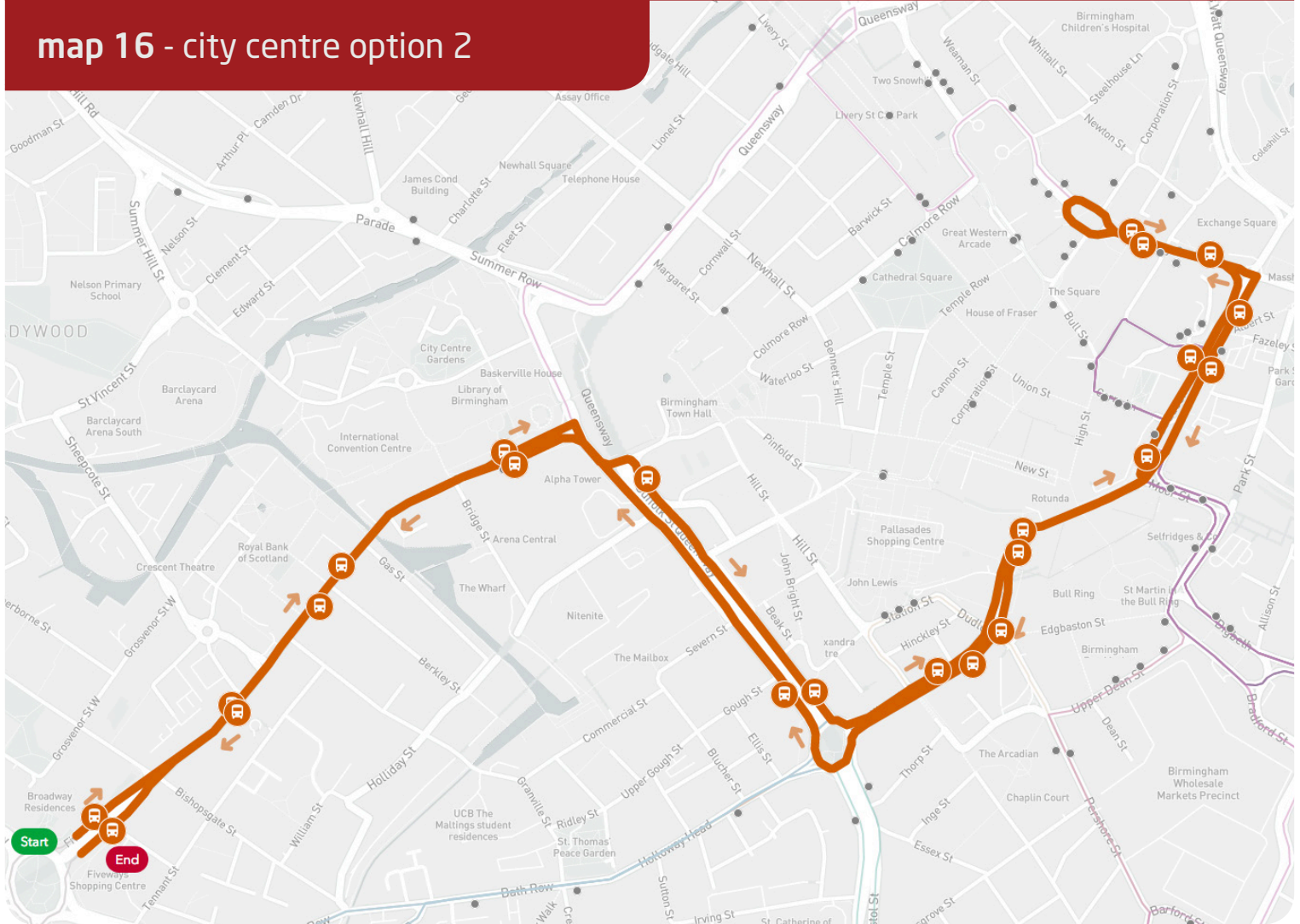
Q. Please tell us how these plans may affect you, and, how they could be improved to better serve you.

Routes 11A, 11C and 244 would not change.

map 15 - city centre option 1



map 16 - city centre option 2



Harborne routes into Birmingham city centre

We'd like to know what you think the best route around Birmingham city centre is for the 23 and 24:

The current route, option 1 (map 15); Broad Street, Great Charles Queensway, Livery Street, Colmore Circus, Moor Street, Smallbrook Queensway (for New Street and the markets) and back to Broad Street.

Option 2 (map 16); is from Broad Street direct to Smallbrook Queensway (for New Street and the markets), Moor Street and Priory Queensway. Then they'd turn and come back from city as they do today.

Option 3 (map 17); to run as the 126 used to. This is from Broad Street direct to New Street Station, then via the markets before leaving the city along Smallbrook Queensway.

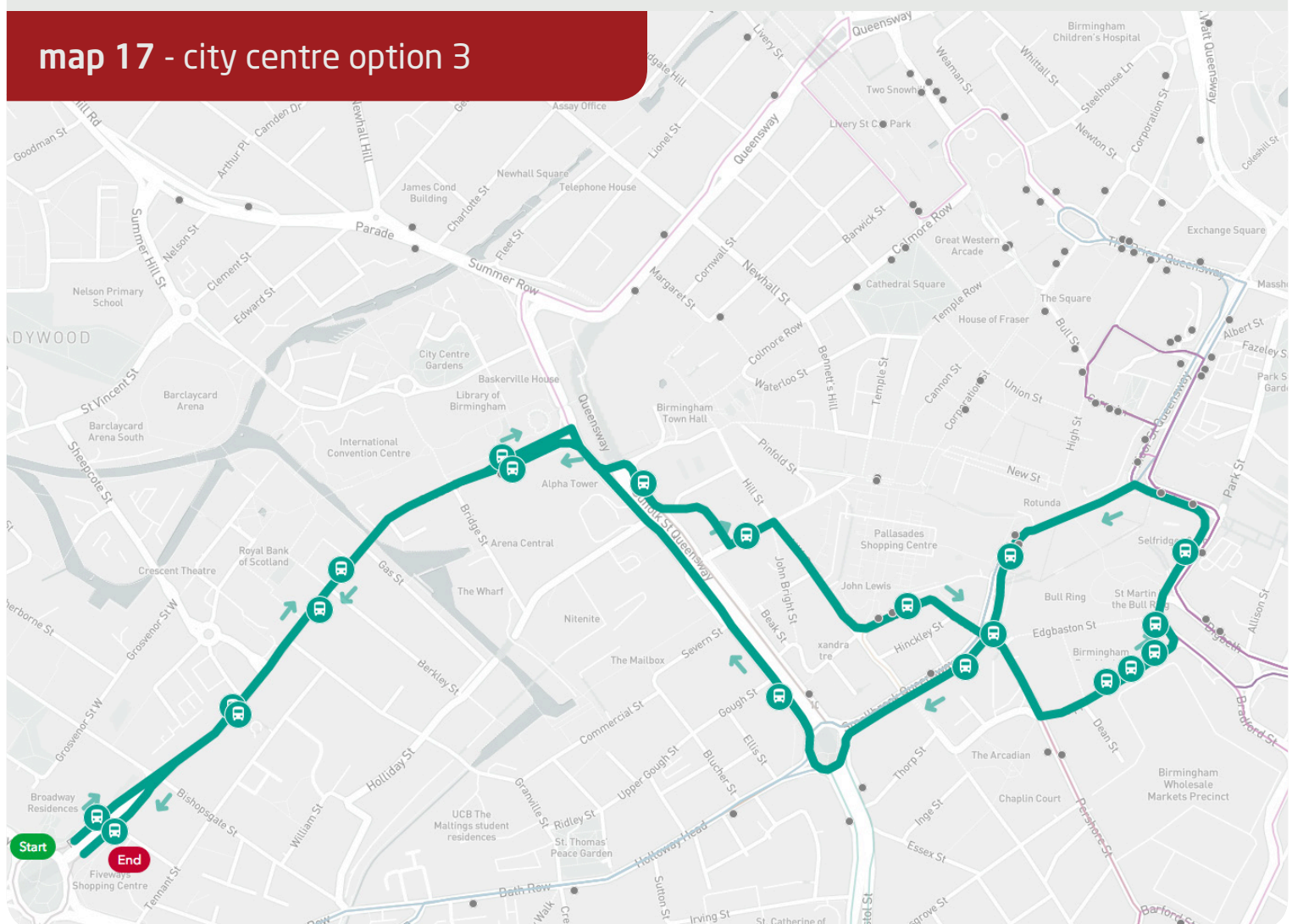
Q. Do you currently use these routes into the city centre?

Q. What is your usual destination in the city centre?

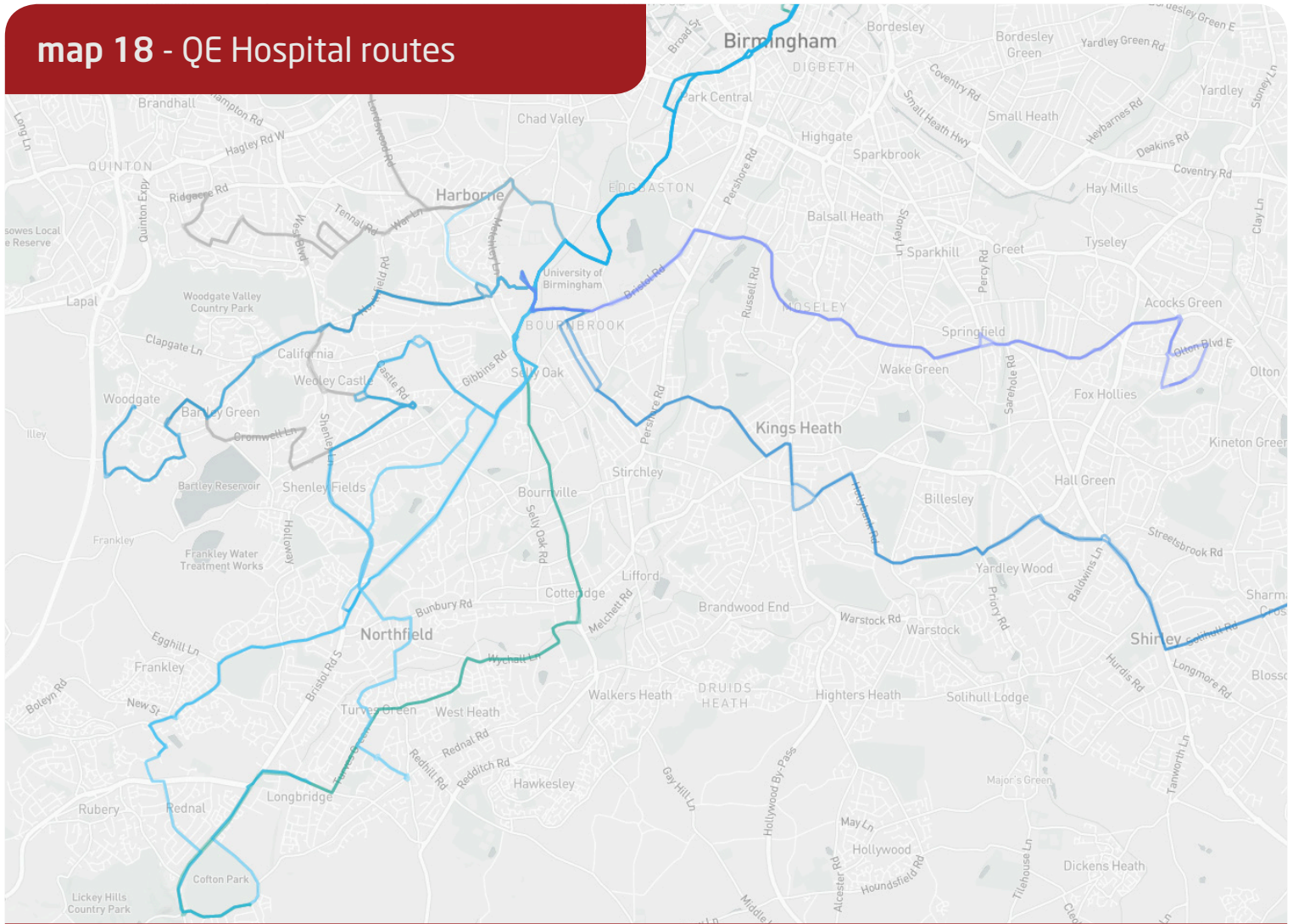
Q. Which of these options would be best for you?

Q. Please tell us how these plans may affect you, and, how they could be improved to better serve you.

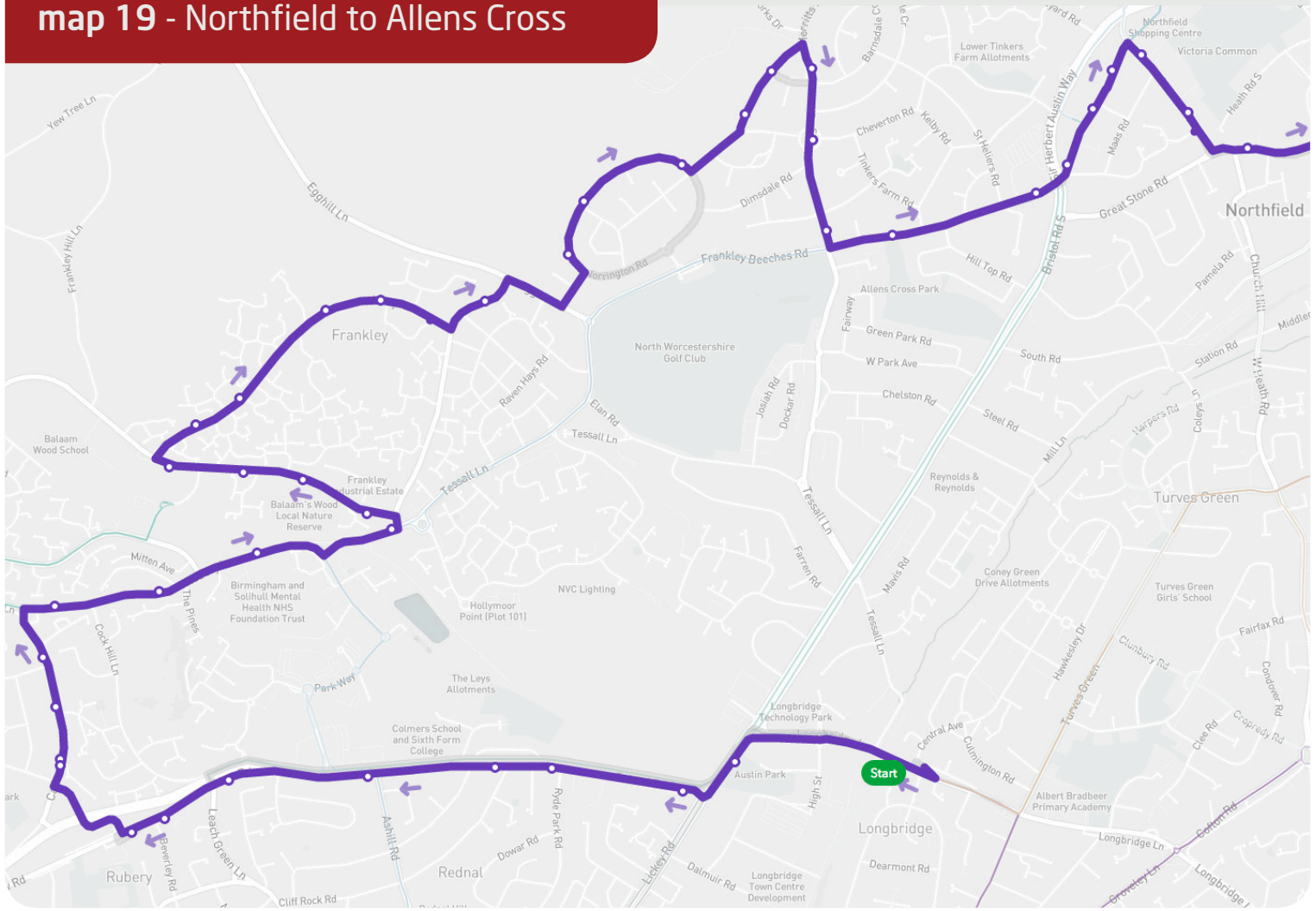
map 17 - city centre option 3



map 18 - QE Hospital routes



map 19 - Northfield to Allens Cross



Selly Oak, QE Hospital and university

We're working on plans to make links between Selly Oak, the QE Hospital and Birmingham city centre more convenient. Part of this includes running **more** buses direct to the university and QE Hospital.

These routes could provide direct links to the QE Hospital and university (map 18):

76	Solihull – Shirley – Yardley Wood – Kings Heath – Stirchley – Selly Oak – QE Hospital
244	West Bromwich - Quinton – QE Hospital
New	Acocks Green – QE Hospital
New	Bartley Green – Weoley Castle – QE Hospital – West Bromwich
New	Hawkesley/West Heath – Northfield – Swarthmore Rd – QE Hospital
New	Longbridge – Rednal – Great Park – Northfield – QE Hospital – Birmingham
New	Cofton Hackett – Longbridge – Bournville – QE Hospital – Birmingham
New	Northfield – Weoley Castle – Quinton Rd – QE Hospital – Birmingham
New	Bartley Green – Quinton Rd – QE Hospital – Birmingham

Between the QE Hospital, university and city centre there would be **more buses** running **more often**. The new routes would replace the current 84, 98 and X64 that serve the QE Hospital and university.

We'd welcome your thoughts on these ideas:

Q. Do you currently use routes to/from the QE Hospital/university?

Q. Where do you currently travel from?

Q. Do you like these ideas?

Q. What do you think about these possible new routes?

Q. Please tell us how these plans may affect you, and, how they could be improved to better serve you.

Northfield, Bournville and Stirchley

The following is being considered:

In Northfield the **29**, **48** and **49** could be replaced by new routes. Buses towards Allens Cross and Frankley would be served by one local route that would run along the current 49 route (map 19), from Northfield to Longbridge. Buses towards Swarthmore Road currently served by the 48 would be replaced by new route towards the QE Hospital and university.

Links from Bournville and Stirchley on the current **27** could change slightly. **The route between Northfield and Kings Heath would not change (map 20)**. Between Hawkesley, West Heath and Northfield a new route could run instead of the 27. From Kings Heath to Yardley Wood links could be maintained by the 76.

Q. Do you currently use routes in these areas?

Q. Where do you currently travel from?

Q. Where do you currently travel to?

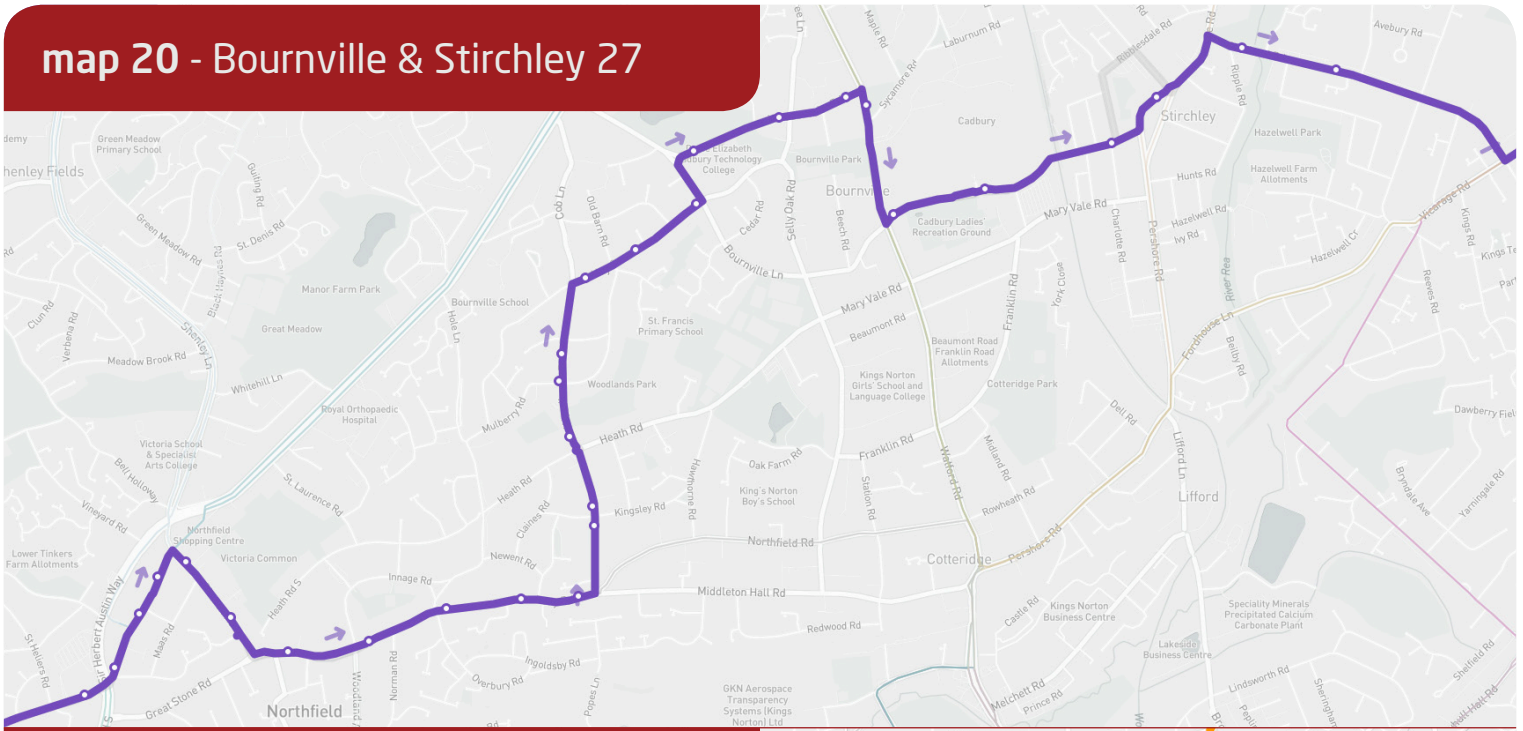
Q. Do you like these ideas?

Q. What do you think about these possible changes?

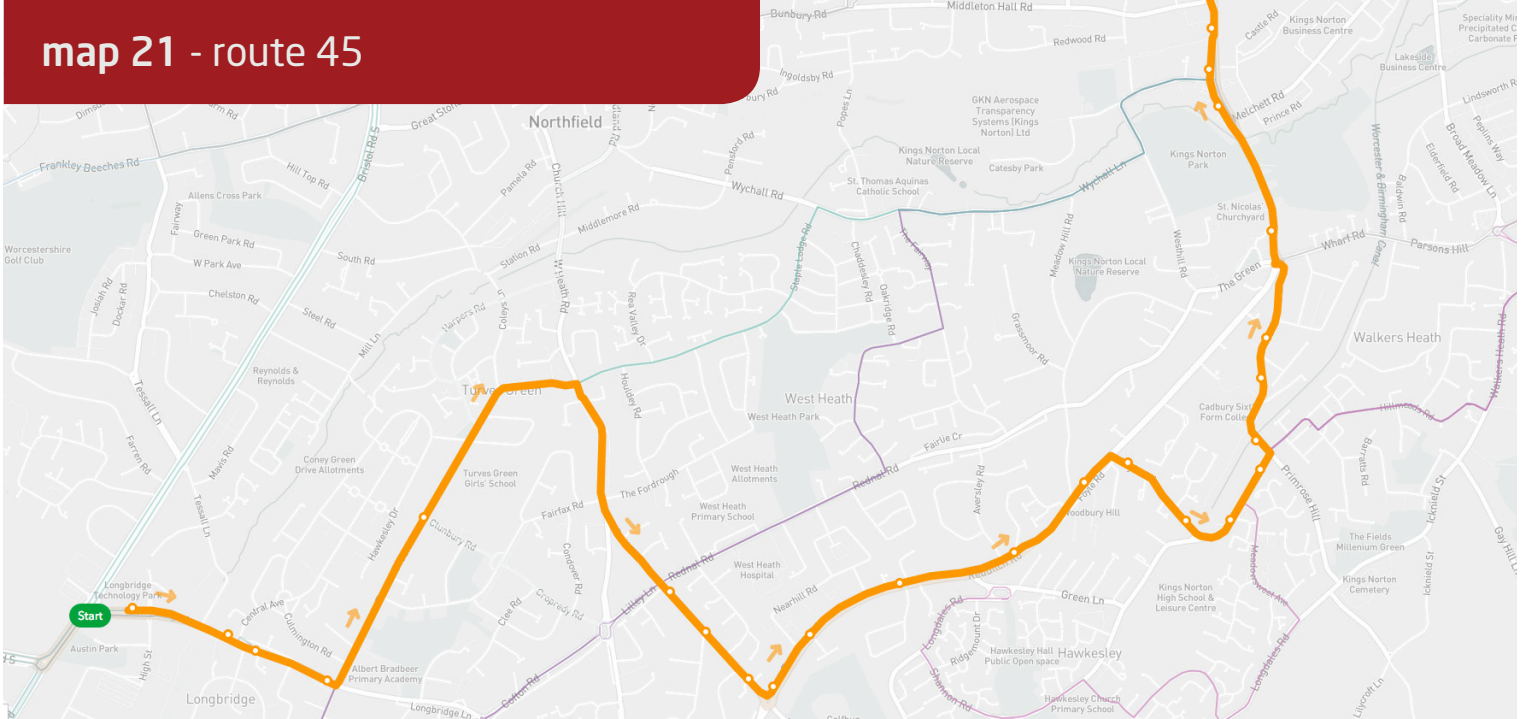
Q. The new route for Allens Cross could link onto the current 27 (map 19), between Northfield and Kings Heath, providing new links beyond Northfield to Bournville, Stirchley and Kings Heath. Do you like this idea?

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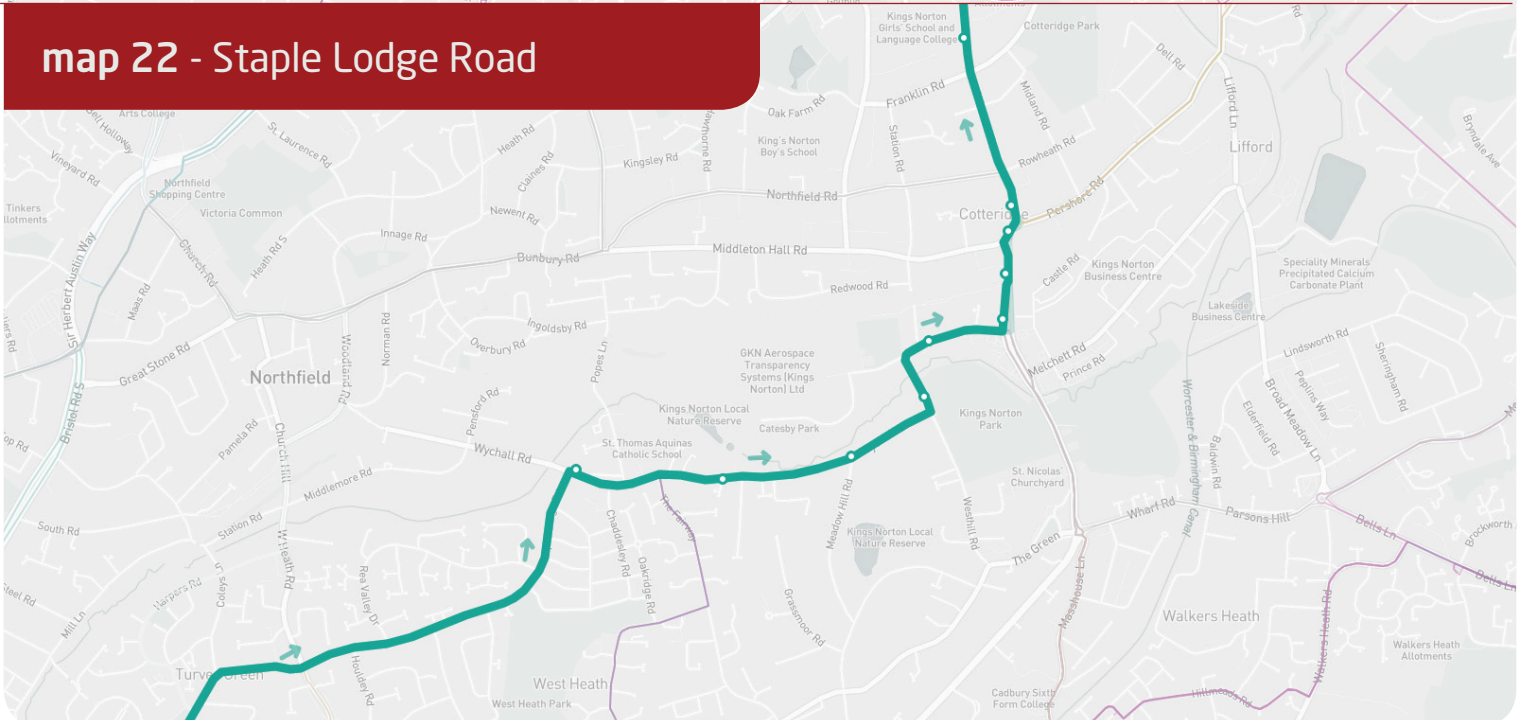
map 20 - Bournville & Stirchley 27



map 21 - route 45



map 22 - Staple Lodge Road



Northfield, Bournville and Stirchley (continued)

In Stirchley, the current 45 could run more often, up to every 6 or 7 minutes, replacing the 47 into the city centre along Pershore Road. The route could change slightly in West Heath to better serve more of the area.

The benefits would be that the Pershore Road service would be more reliable, easier to manage in times of disruption, and help improve daytime frequencies to busier areas of Hawkesley and West Heath.

Q. Do you currently use the 45 or 47 in these areas?

Q. Do you like this idea?

Q. What do you think about these possible changes?

Q. Please tell us how these plans may affect you, and, how they could be improved to better serve you.

Cotteridge, Kings Norton, Hawkesley

The following is being considered:

In Cotteridge and Kings Norton the current 45 could run more often, up to every 6 or 7 minutes, replacing the 47 between Cotteridge and the city centre. The route would not change in these areas but the roads it uses between West Heath and Longbridge may (map 21).

The benefits would be that the Pershore Road service would be more reliable, easier to manage in times of disruption, and help improve daytime frequencies to busier areas of Hawkesley and West Heath.

Q. Do you currently use the 45 or 47 in these areas?

Q. Do you like this idea?

Q. What do you think about these possible changes?

Also in Cotteridge and Kings Norton the current links through Staple Lodge Road could be changed. A new route could replace the current 47 through this area (map 22). This would run from Longbridge, through Kings Norton and Cotteridge, then via Bournville and Selly Oak to serve the QE Hospital and university. It is likely that this would then be limited stop to the city centre.

Q. Do you currently use the 47 in these areas?

Q. Do you like this idea?

Q. What do you think about these possible changes?

The current 49 would probably not change between Solihull, Shirley, Cotteridge, Kings Norton and Longbridge. Beyond Longbridge it could be replaced by a new route (map 19). More buses would run along the 49 and all would run as far as Longbridge.

Q. Do you currently use the 49 in these areas?

Q. Do you use it beyond Longbridge to Rubery, Allens Cross or Northfield?

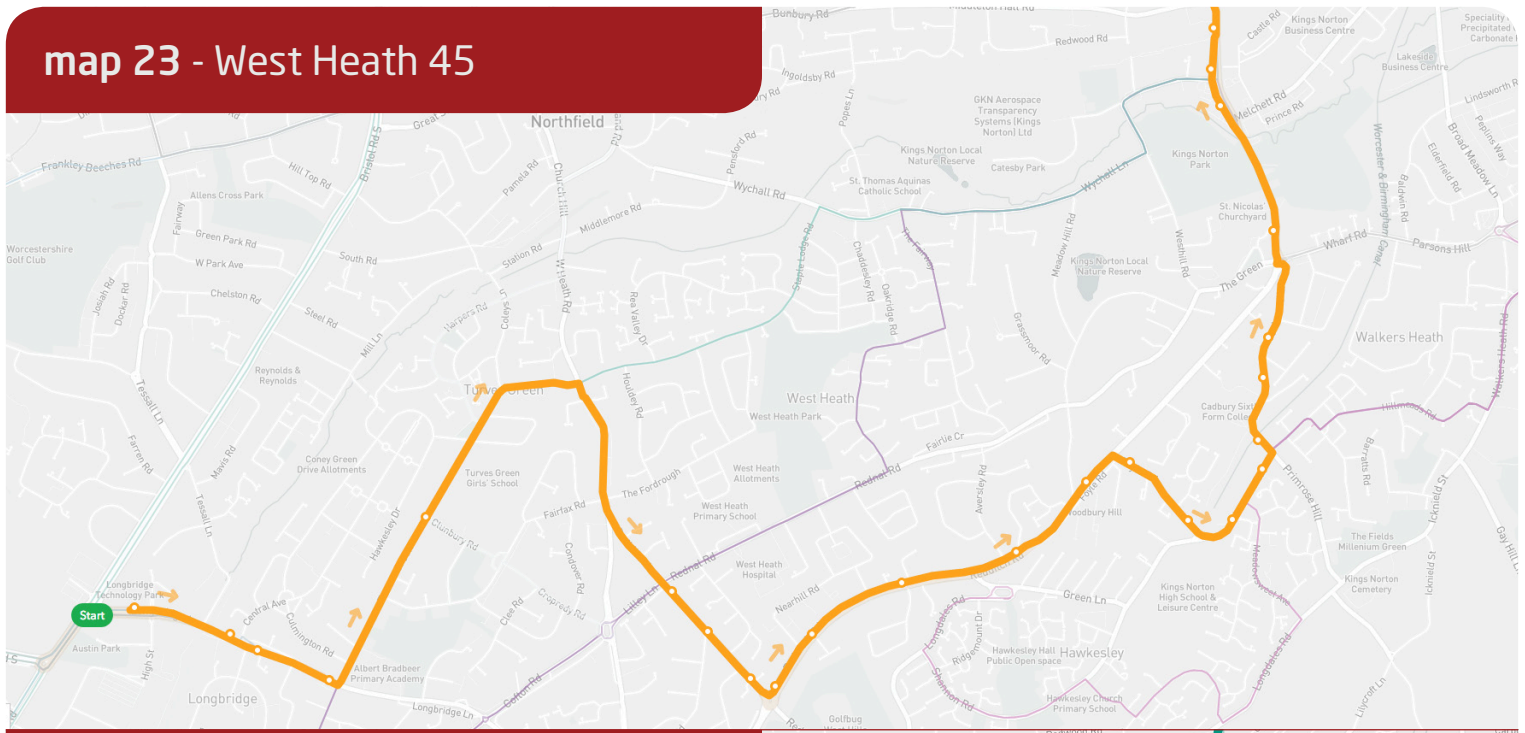
Q. Where do you tend to use the 49 from?

Q. And where do you normally travel to?

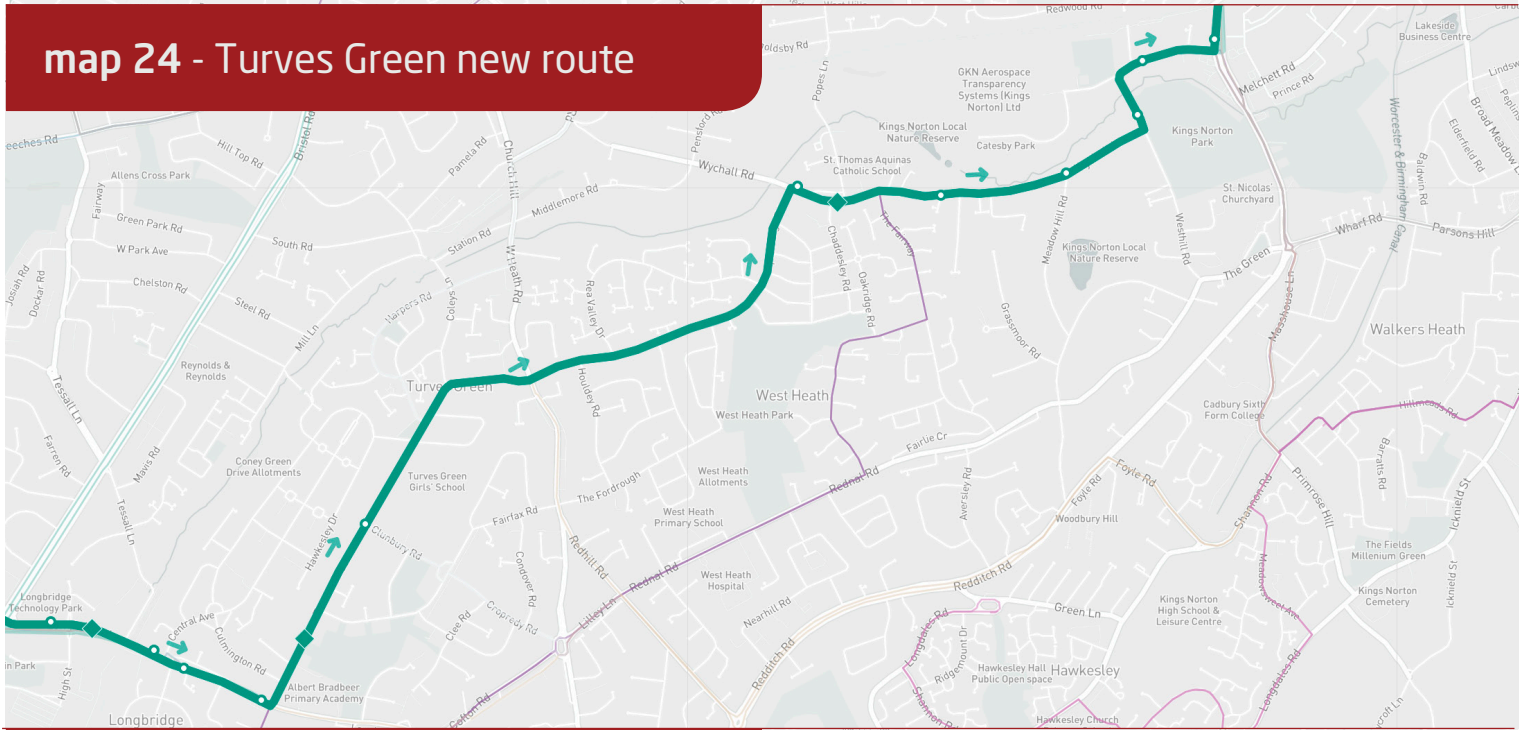
Q. What do you think about these possible changes?

Q. Please tell us how these plans may affect you, and, how they could be improved to better serve you.

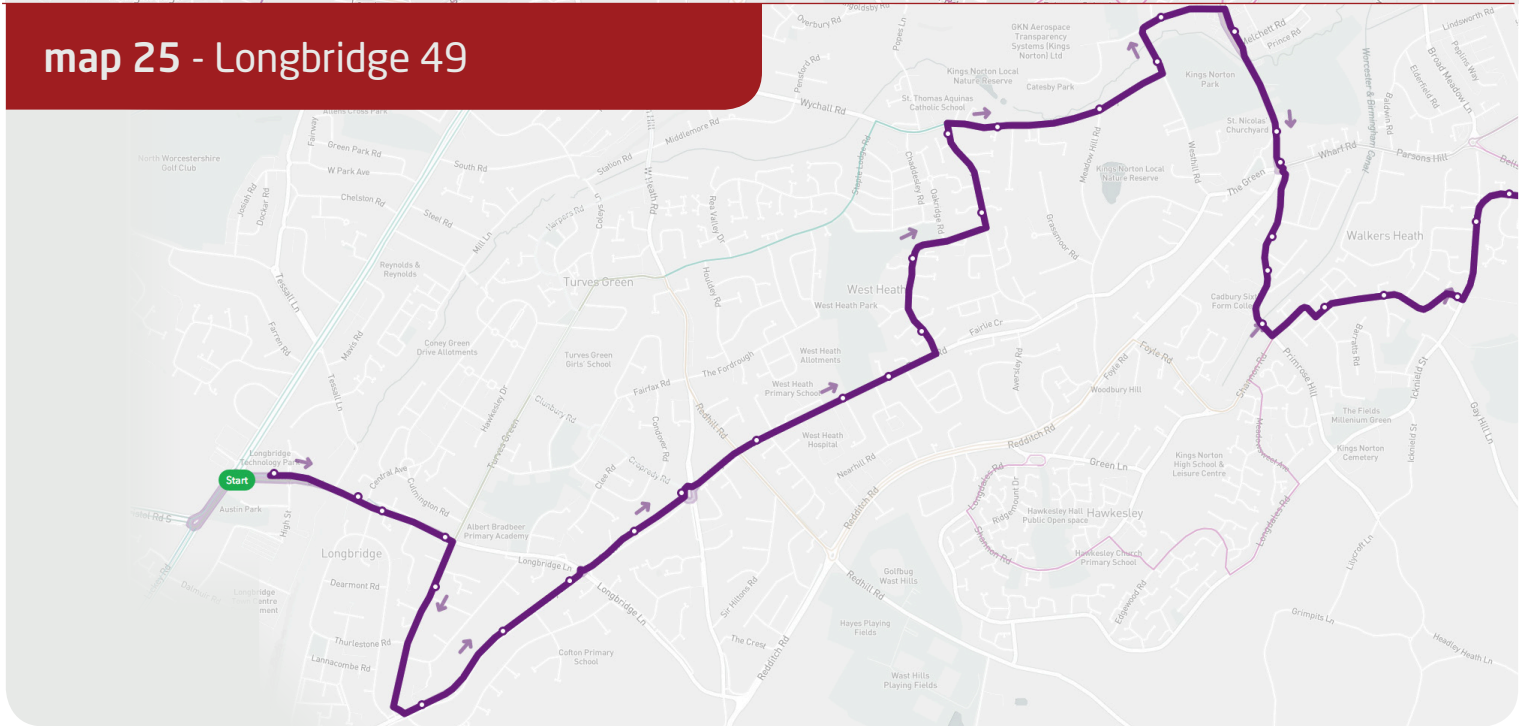
map 23 - West Heath 45



map 24 - Turves Green new route



map 25 - Longbridge 49



West Heath, Turves Green, Longbridge

The following is being considered:

In West Heath, the current 45 could run more often, up to every 6 or 7 minutes, replacing the 47 into the city centre along Pershore Road. The route could change slightly in West Heath (map 23), to better serve more of the area

The benefits would be that the Pershore Road service would be more reliable, easier to manage in times of disruption, and help improve daytime frequencies to busier areas of Hawkesley and West Heath.

Q. Do you currently use the 45 or 47 in these areas?

Q. Do you like this idea?

Q. What do you think about these possible changes?

Q. In West Heath, should the 45 run along a different route between West Heath and Longbridge, via Alvechurch Road, West Heath Road and Turves Green to help serve Turves Green (map 23)?

In Turves Green the current links through Staple Lodge Road could be changed. A new route could replace the current 47 through this area (map 24). This would run from Longbridge, through Kings Norton and Cotteridge, then via Bournville and Selly Oak to serve the QE Hospital and university. It is likely that this would then be limited stop to the city centre.

Q. Do you currently use the 47 in these areas?

Q. Do you like this idea?

Q. What do you think about these possible changes?

The current 49 would probably not change the route it takes between Solihull, Shirley, Cotteridge, Kings Norton and Longbridge. Beyond Longbridge it could be replaced by a new route. More buses would run along the 49 and all would run as far as Longbridge.

Q. Do you currently use the 49 in these areas?

Q. Do you use it beyond Longbridge to Rubery, Allens Cross or Northfield?

Q. What do you think about these possible changes?

Q. In Longbridge, the current 49 turns before the railway station at an old bus terminus. Should buses on the 49 go further to better serve Longbridge town centre and Bournville College (map 25)?

Links to Northfield on the current 27 could change. **The route between Northfield and Kings Heath would not change (map 20).** Between West Heath and Northfield a new route could run instead of the 27. This could then extend to Selly Oak and the QE Hospital and university (map 26 over page).

Q. Do you currently use routes in these areas?

Q. Where do you currently travel from?

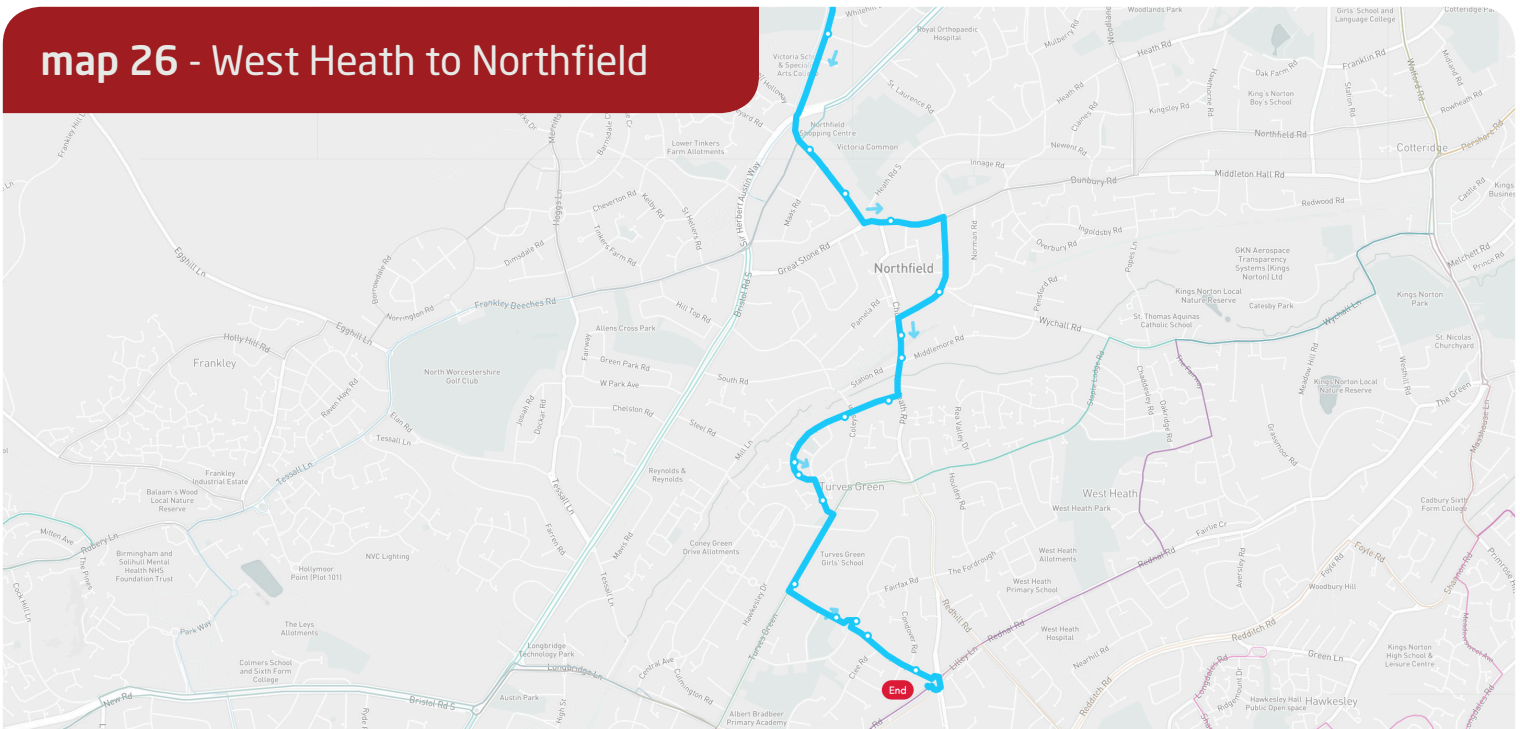
Q. Where do you currently travel to?

Q. Do you like these ideas?

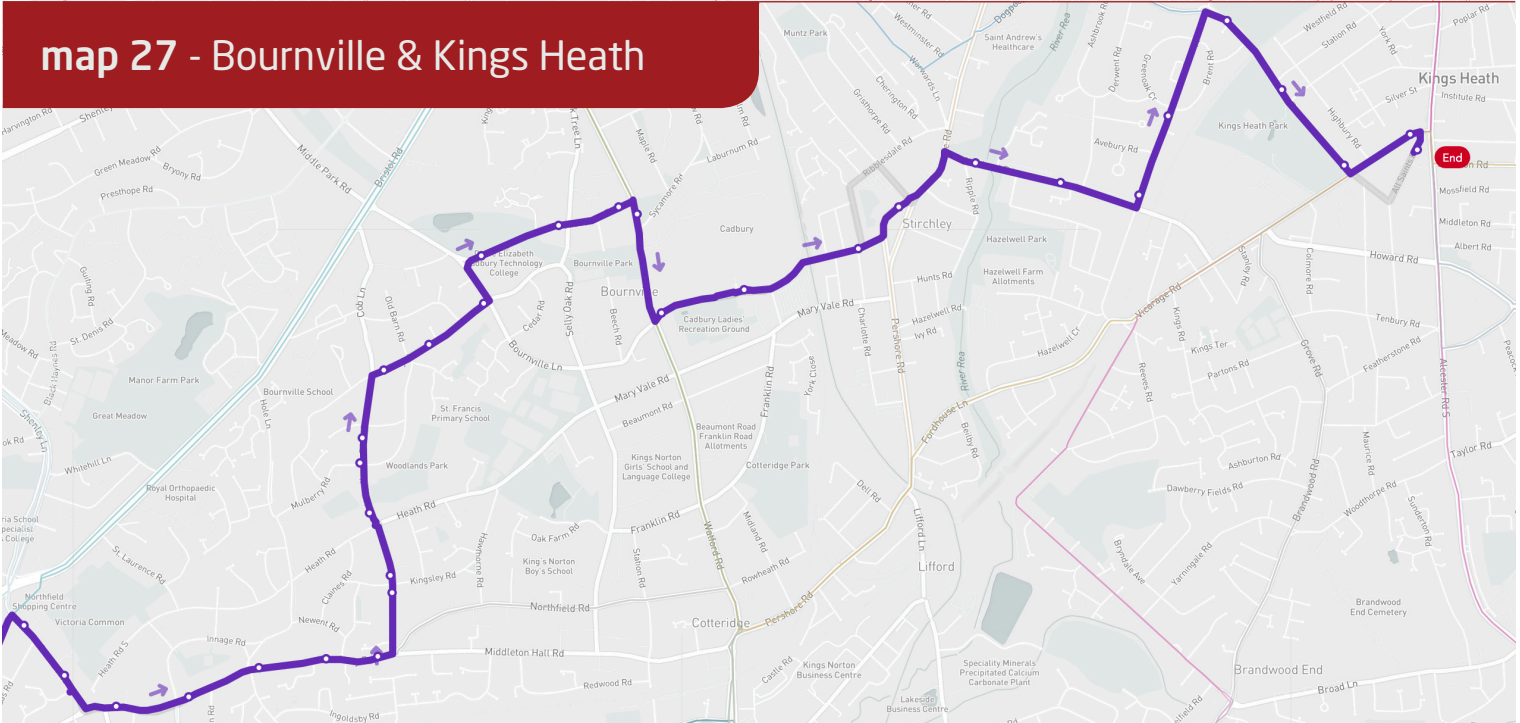
Q. What do you think about these possible changes?

For more information about possible changes to routes along Bristol Road, including the 49, 63, 98 and X61 see full details listed in the section about Rubery, Rednal and Cofton Hackett.

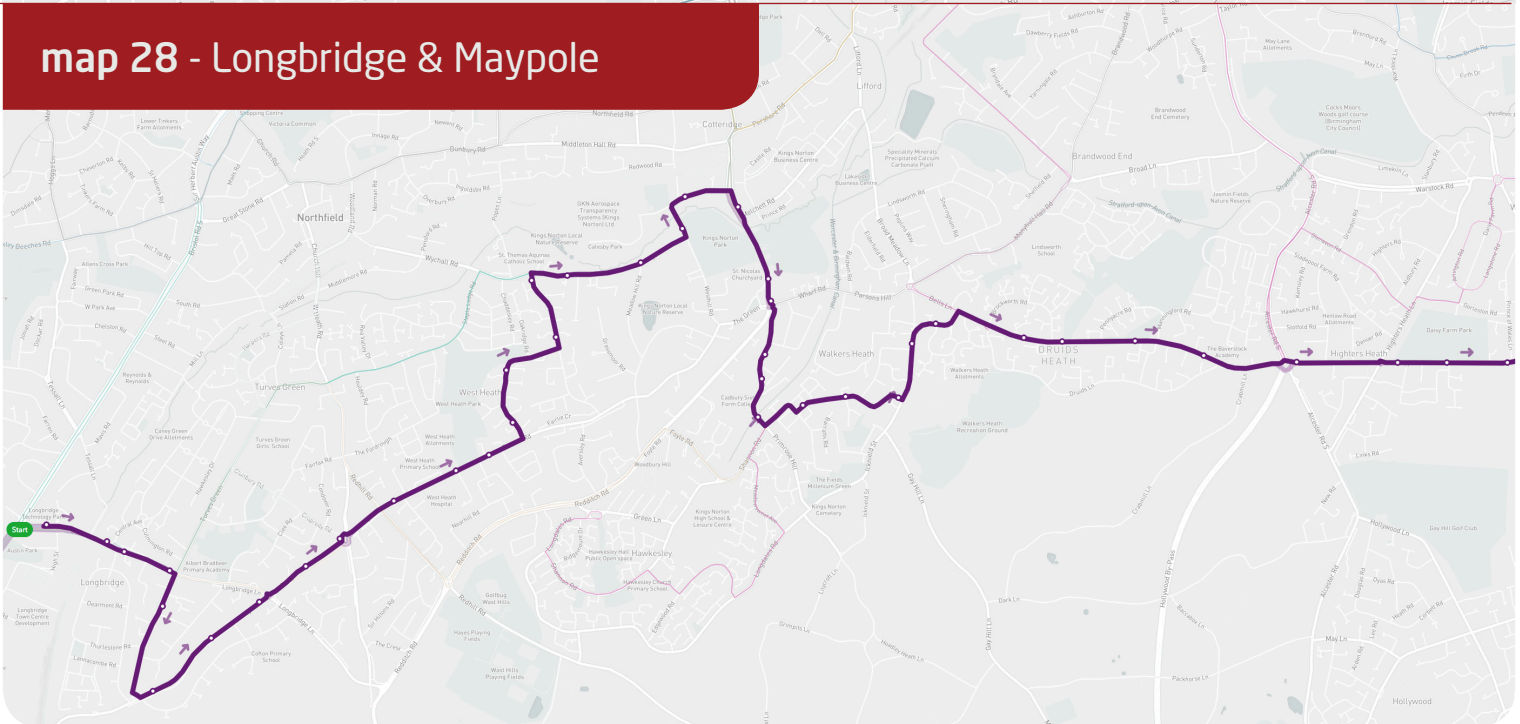
map 26 - West Heath to Northfield



map 27 - Bournville & Kings Heath



map 28 - Longbridge & Maypole



Kings Heath, Maypole and Wythall

The following is being considered:

Links to Bournville and Stirchley on the current 27 route between Northfield and Kings Heath would not change (map 27). Between Hawkesley, West Heath and Northfield a new route could run instead of the 27 (map 26).

From Kings Heath to Yardley Wood links could be maintained by the 76.

Q. Do you currently use the 27 in this area?

Q. Where do you currently travel from?

Q. Where do you currently travel to?

Q. Do you like these ideas?

Q. What do you think about these possible changes?

Q. The new route for Allens Cross could link onto the current 27 (map 27), between Northfield and Kings Heath, providing new links beyond Northfield to Bournville, Stirchley and Kings Heath. Do you like this idea?

The 50A may no longer run due to not enough people using it.

Q. Do you use the 50A?

Q. Where do you normally travel from?

Q. Where do you normally travel to?

Q. What do you think about these possible changes?

The current 49 would probably not change the route it takes between Solihull, Shirley, Cotteridge, Kings Norton and Longbridge (map 28). Beyond Longbridge towards Northfield it could be replaced by a new route (map 19). More buses would run along the 49 and all would run as far as Longbridge.

Q. Do you currently use the 49 in these areas?

Q. Do you use it beyond Longbridge to Rubery, Allens Cross or Northfield?

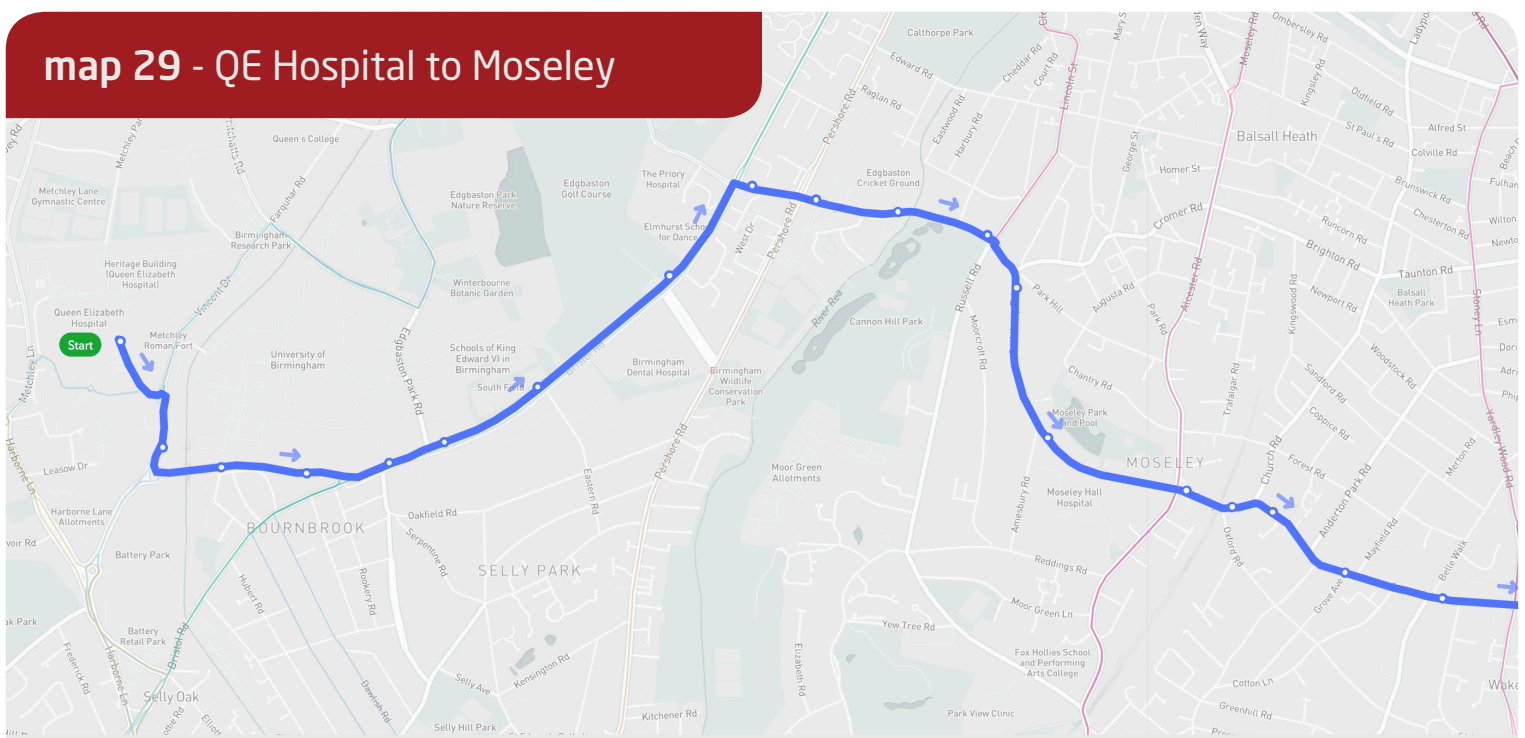
Q. What do you think about these possible changes?

Q. In Longbridge, the current 49 turns before the railway station at an old bus terminus. Should buses on the 49 go further to better serve Longbridge town centre and Bournville College (map 28)?

Q. Please tell us how these plans may affect you, and, how they could be improved to better serve you.

The 11A, 11C, 35, 50 and 76 would not change.

map 29 - QE Hospital to Moseley



Moseley

We're working on plans to make links between Selly Oak, the QE Hospital and Birmingham city centre more convenient. Part of this includes running more buses direct to the university and QE Hospital.

These routes could provide direct links to the QE Hospital and university:

New route Acocks Green – QE Hospital (map 29)

We'd welcome your thoughts on this idea.

Q. Do you currently use routes to/from the QE Hospital/university?

Q. Where do you currently travel from?

Q. Would this new route enable you to travel by bus instead of other modes?

Q. Do you like these ideas?

Q. What do you think about these possible new routes?

Q. Please tell us how these plans may affect you, and, how they could be improved to better serve you.

Warstock, Yardley Wood

In earlier consultation, we asked how best to serve Warstock and Yardley Wood areas. At this time, we no firm plans to change the 2, 3, 18 or 49 in these areas.

Q. Please tell us how we could improve buses in these areas.

Route 27 may no longer run in Warstock, running only between Kings Heath, Stirchley, Bournville and Northfield.

Q. Do you currently use the 27 in this area?

Q. Where do you currently travel from?

Q. Where do you currently travel to?

Q. What do you think about these possible changes?

We would like to improve how the 2 and 3 routes run around Warstock and Yardley Wood. In previous consultation, we suggested how a single route could help make buses more reliable. The results also highlighted a desire to run buses along the wider roads such as Yardley Wood Road, rather than the narrower roads such as Arlington Road.

Q. Do you currently use the 2 or 3 in this area?

Q. Where do you currently travel from?

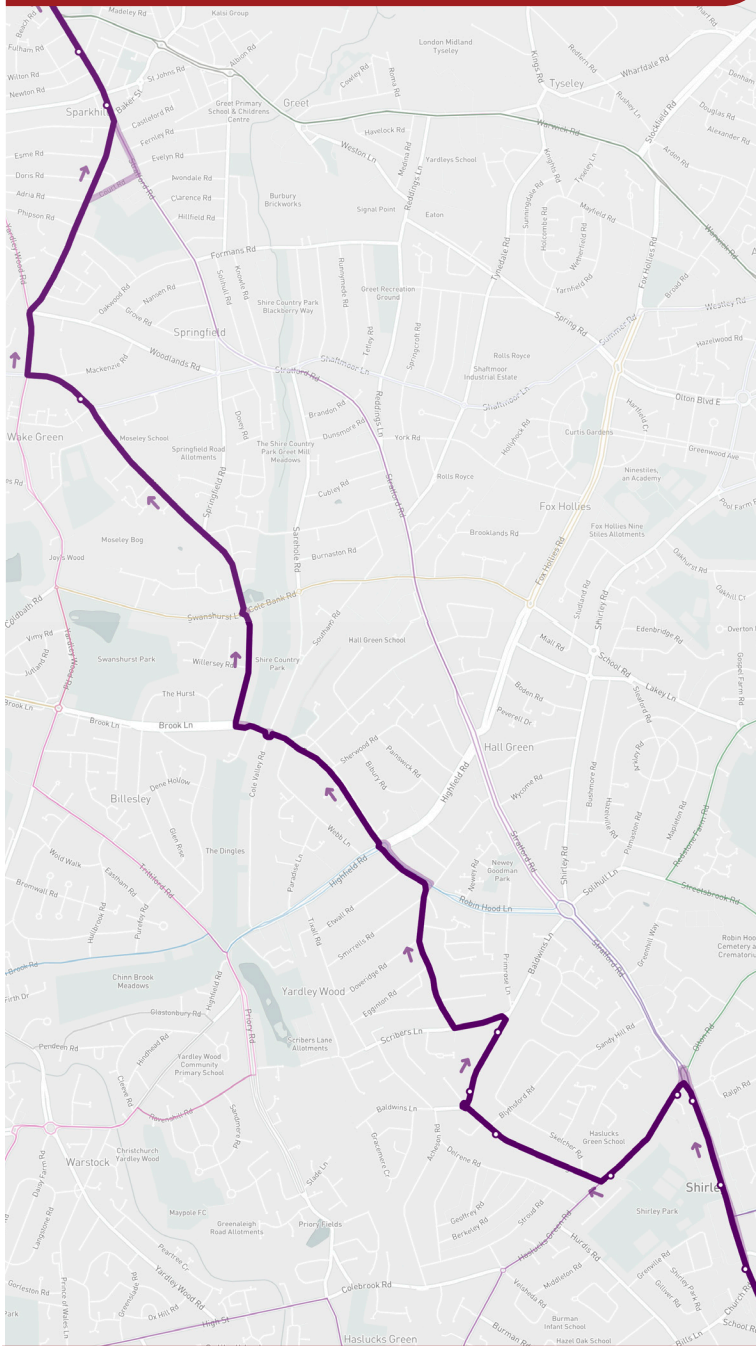
Q. Where do you currently travel to?

Q. Would one simpler route that ran more often, rather than two infrequent routes, benefit you?

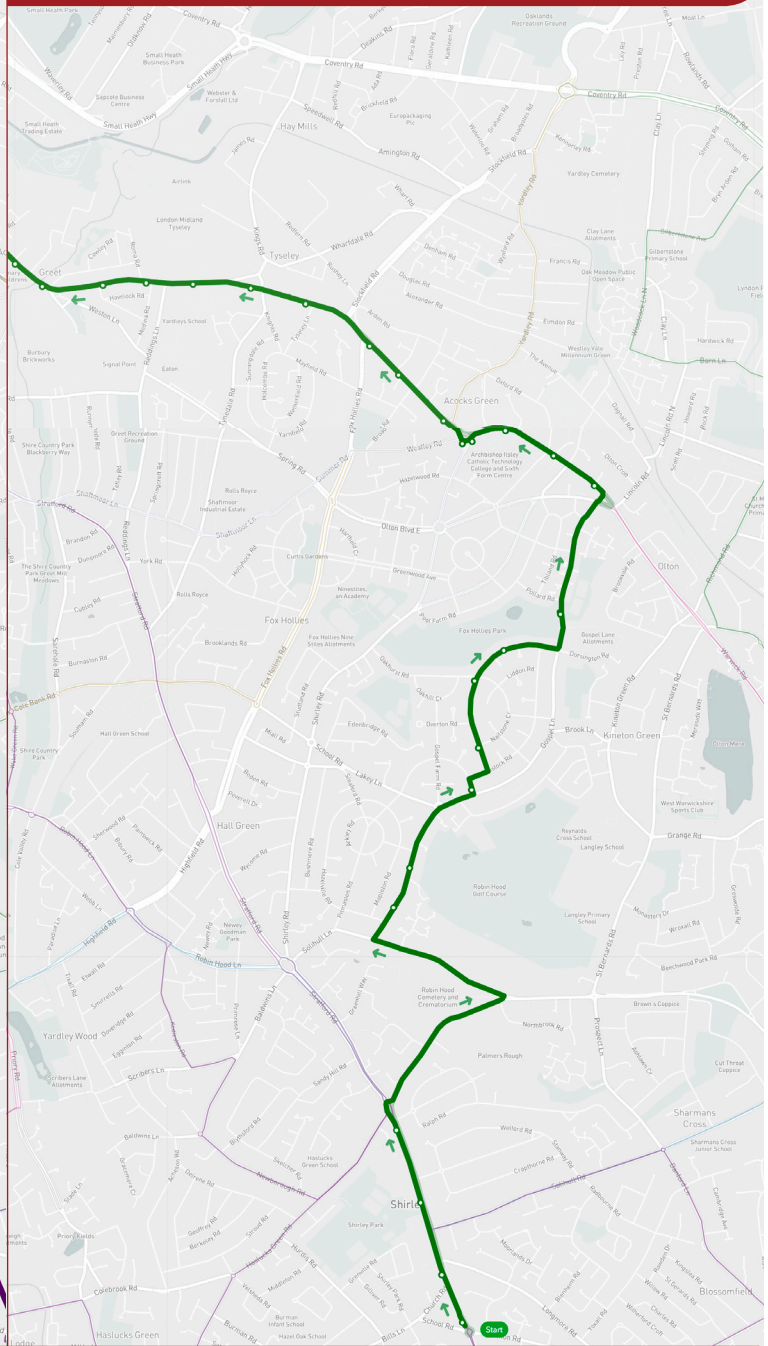
Q. Would you be happy walking further to a wider road, where there are fewer obstacles so buses can run faster, if the service ran frequently (such as every 10 minutes)?

Q. Please tell us how these plans may affect you, and, how they could be improved to better serve you.

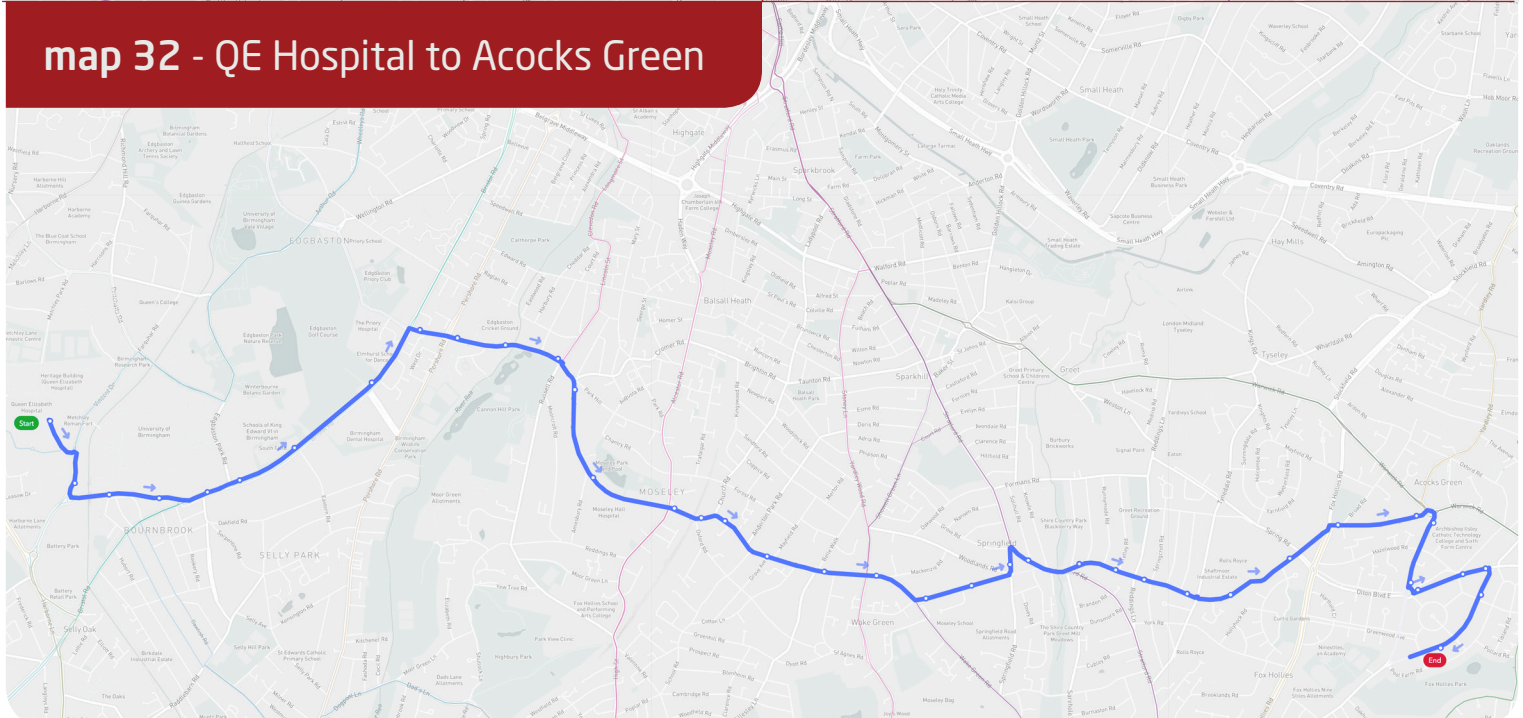
map 30 - Shirley to Birmingham 5



map 31 - Shirley to Birmingham 31



map 32 - QE Hospital to Acocks Green



Acocks Green, Gospel Oak and Shirley (13)

The following is being considered:

Following feedback in earlier consultation, route 5 is likely to continue linking Solihull, Monkspath and Shirley to Birmingham city centre through the Baldwins and Sarehole Mill. It could run along a different route between Stratford Road and Sarehole Mill to avoid difficulties caused by parked cars in Springfield (map 30). This would be using Showell Green Lane instead of Springfield Road.

Route 6 would not change.

In earlier consultation, the direct links between Gospel Oak and Birmingham city centre were the most important consideration. With this in mind the 31 could provide faster, more direct links to Birmingham city centre by running along Warwick Road instead of Stratford Road (map 31).

In Acocks Green it could run along Warwick Road to provide better access to the shops and interchange to other bus routes (map 31).

Towards the Stratford Road, our earlier consultation highlighted that the most important destination was Shirley where frequent onward links could be made. It could therefore continue to offer this important link for access to local services and connections with other frequent bus routes (map 31).

New direct links could be created to the QE Hospital and university on a new variation to route 1 (map 32). This new route would run between Acocks Green, Springfield, Moseley, Bournbrook and the QE Hospital and university. Route 1 would likely still run to Five Ways.

In Acocks Green the route could change, running along Shirley Road, Olton Boulevard East, Dolphin Lane and back along Shirley Road (map 32). This helps improve the way buses serve this part of Acocks Green with a regular link towards Moseley, Five Ways and the QE Hospital and University.

Q. Do you currently use these services?

Q. What do you think about the proposed changes to the 5, where it would run along Showell Green Lane instead of Springfield Road?

Q. In the Baldwins area, what is more important, links direct to Birmingham city centre or more frequent direct links to the QE Hospital and university?

Q. What do you think about the possible changes to the 31, where it would run through Acocks Green and onto Birmingham city centre via Warwick Road instead of Springfield?

Q. Do you have any other comments about these ideas for the 31?

Q. Do you like the idea for a new 1A to the QE Hospital and university?

Q. Would you use the 1A?

Q. Do you like the idea of routes 1 and 1A serving a loop in Acocks Green to include Olton Boulevard East and Dolphin Lane?

Q. Please tell us how these plans may affect you, and, how they could be improved to better serve you.

Monkspath and Widney

In earlier consultation, we asked how best to serve Monkspath and Widney areas. At this time, we are not proposing any change to the 5 in these areas.

Q. Please tell us how we could improve buses in these areas.

consultation feedback
services@nationalexpress.com

take part
nxbus.co.uk
or pick up a survey from a local library

v1.1 | prepared for councillors

national
express **West Midlands**

An illustration of two red and white double-decker buses, one in front of the other, driving on a red hill. The buses are stylized with large windows and yellow lights. The background is a light grey gradient with white clouds.