



KINGS HEATH NEIGHBOURHOOD FORUM

A Discussion Paper For

A Traffic Plan For North East Kings Heath

Introduction

DRAFT

Why this report is needed

Issues of traffic bedevil Kings Heath. The High Street is congested during the working day and evening, and residential roads are used as rat-runs during peak hours. As there is little garaging or off road car parking in many streets, residents *have* to park in the street. This creates conflicts with people who want to travel to Kings Heath to work or shop and want to park their cars in the limited street spaces. Where there are bus routes, parking restrictions introduced to ease bus movements create direct conflicts with people who are not allowed to park outside their own home. This report admits the impossibility of making all these problems go away, but affirms the view that things could be better than they are, and proposes measures for improvement.

Summary of Proposals

1. A mini-roundabout should be created at the Addison Road – Springfield Road – Barn Lane crossroads.
2. The existing traffic lights controlling the Queensbridge Road – Alcester Road junction should be extended to include the Valentine Road – High Street junction.
3. The Valentine Road – High Street junction should be remodelled so vehicles can turn left from Valentine Road into High Street while others are stacking to turn right.
4. High Street traffic and pedestrian lights should be synchronised throughout the length of the High Street to improve traffic flow.
5. A recommended speed limit of 20 mph should be set on all roads except the High Street and A4040 Outer Circle
6. That Addison Road to be declassified and become an unclassified road.
7. That a one-way traffic scheme not be implemented in the area.
8. A substantial pick-up/drop off waiting area/slip-road should be created in the verge at the Wheelers Lane Entrance to the Wheelers Lane Schools site.
9. The entrances to both Wheelers Lane schools should be in Wheelers Lane and the Bagnell Road entrance should cease.

10. The Council should commission a street works design for the area to achieve an effective and harmonious design. (see the Forums paper ‘Kings Heath – A Design For Living’)
11. All future street works must comply with the agreed design
12. Residents Parking Schemes should be used as a last resort and only when residents call for them.
13. Residents Parking Schemes should recognise the intense localism and ownership that people feel about their part of a street, identify short sections of street and allocate parking permits for that section to the residents of that section.
14. Residents acting as street champions and wardens should be allowed to do Residents Parking Scheme permit administration and scheme enforcement functions.
15. That the no 11, Outer Circle and 69 and 69A bus routes be changed from Addison Road to Barn Lane – Wheelers Lane – Howard Road East – High Street.
16. Puffin crossings should be adapted to include walk/don't walk lights and sounder functions of Pelican crossings

Area Under Consideration

This plan deals with the area bounded on the west by Kings Heath High Street; to the north and east by Valentine Road; Springfield Road and Barn Lane; and to the south by Wheelers Lane and Howard Road East, as shown in [Appendix A](#).

Description Of the Area

The High Street

The High Street is a ribbon of shopping extending from Queens Bridge to Mossfield Road. It forms part of the A435, one of the city's main radial roads that links central Birmingham with outer estates flanking the Maypole and the M42-M40-M5(S) and with Redditch and beyond. Consequently most traffic using the High St. is passing through.

The High Street barely copes with the weight of traffic and at peak times is a choke point along its whole length. This is primarily because there is no practical alternative to Queens Bridge over the railway line. The condition of the bridge has been a concern for over 2 years, with widening cracks having been noticed and reported. While it would be desirable to route a substantial proportion of commuter and other passing traffic by another route, that is a strategic issue that is beyond the concerns of this report. For the purposes of this report it is assumed that the general pattern of High Street traffic will remain the same or increase.

North of Addison Road

The area bounded by High Street, Valentine Road-Springfield Road and Addison Road consists overwhelmingly of pre1919 terraced/villa type dwellings. These are interspersed with corner shops characteristic of the period. Some remain in retail use; others are used for non-retail commercial purposes. At the High Street end of roads that connect to it there are shops or commercial premises in varying degree of health.

Valentine Road

Valentine Road is part of the Valentine Rd. – Springfield Rd – Barn Lane rat-run used by traffic cutting out the High Street to reach Addison Road especially at peak times. Speed cushions have been introduced to reduce traffic speed.

The junction of Valentine Road with the High Street at Queens Bridge is a choke point that was, if anything, made worse by the latest re-modelling of the junction. Kings Heath J&I School backs on to Valentine Road and parents park to drop off or collect children.

Springfield Road

Forms part of the rat-run mentioned above, and also has speed cushions to reduce traffic speed. It contains the main entrance to Moseley Golf Club.

The crossroads with Addison Road - Barn Lane is a choke point at peak times

Poplar Road

Contains a row of shops and restaurants that are generally looking healthy but are not assisted by only having on-street parking. It is also the delivery access to Morrison's (previously Safeway) supermarket with heavy goods vehicle (HGV) access from the High street. Morrison's customer car park is large and draws substantial traffic along Poplar Road from both directions.

The road contains the main entrance to Kings Heath J&I School.

Heathfield Road

Provides service access to rear of High street shops. Contains "Eurocladding" a large ceramic tile wholesaler and retailer that occupies several adjacent shop fronts and warehouse behind. Eurocladding generates many commercial vehicle movements. Provides access to the Community Centre car park. The road is used as a bus route by Zak's "hail and ride" bus. It has two walkways – Queens Avenue and Cheshunt Place – where residents have no parking outside their front doors compounding parking problems near High Street junction.

Institute Road

Contains Bishop Challoner School and Sports Hall. It contains the area's only two significant public car parks, and they draw traffic in both directions.

Drayton Road

Contains St. Dunstan's Primary School, with associated parent traffic.

Addison Road

Includes part of the route of the no11 Outer Circle bus route. This is a longstanding cause of friction with residents because of the parking restrictions that have been introduced to help buses pass freely along the road. The restrictions significantly disadvantage a large proportion of residents because they forbid parking on one side of the road, and start early in the morning putting residents to great inconvenience. Over zealous and unsympathetic enforcement has worsened resident's perceptions. A knock-on effect is caused in adjacent roads where residents of Addison Road park when they cannot park in their own road, so spreading the effects of problem.

South of Addison Road

The area bounded by High Street – Alcester Rd, Barn Lane, Wheelers Lane and Howard Road East, consists mainly of interwar houses, particularly in Portman Road, Bagnell Road, east Mossfield Road and Barn Lane itself.

Middleton Road, Nutgrove Close Olive Place, Albert Road and Alfred Place are a mixture of old and modern properties

Barn Lane

Forms part of the Valentine Rd – Springfield Road rat-run mentioned above for traffic joining the A4040 and from Hollybank Road. By Kings Heath standards it is a wide road with deep verges. It is part of the route of no 69 buses.

Portman Road, Bagnell Road, Mossfield Road

Portman Road is used as a rat-run by traffic from the A4040 Outer Circle via Gaddesby Road to Springfield Road. The road is relatively narrow causing congestion. Parents use the road to deliver children to the Wheelers Lane schools, particularly the Primary School entrance in Bagnell Road, compounding congestion. Bagnell Road contains the entrance to Wheelers Lane Primary School. This creates significant traffic problems from parents delivering and collecting children. Children going to/from no11 buses on Addison Road, who make the road crossings unsupervised, use the roads.

Remodelling of the Bagnell Road-Mossfield Road junction with No Entry into Bagnell Road has helped traffic flow slightly but not noticeably affected parking. The street still becomes completely parked up, with overspill into Mossfield and Portman Roads.

There are concerns that the development of Moseley Rugby Club at Billesley Common will lead to spectators parking in Barn Lane, Portman and Bagnell Roads.

Middleton Road, Albert Road and Environs

These are both culs de sac, with Nutgrove Close Olive Place, and Alfred Place, also culs de sac, branching off them.

Middleton and Albert Roads provide access to the rear of the Wheelers Lane schools. It is not clear what role they will have during the demolition and reconstruction of the schools during 2005- 2007, nor what role they will have when the new schools are operational.

Streets Not Designed For Cars

The streets north of Addison Road were built pre-1919 before cars were a factor in traffic. So they rarely have garages, or access for vehicles to back gardens. Because of the pre-1919 designs and street planning, dwellings have small or no front gardens and streets have no verges. The result is that residents generally have no alternative to parking in the street.

As car ownership has increased streets have progressively become more parked up, on both sides, so that in many streets it is often not possible for vehicle to pass each other resulting in congestion. This is a particular problem for streets joining the High Street that are heavily parked at weekends by residents, while shoppers are also seeking somewhere to park.

The streets South of Addison Road do take some account of the car, often having garages. But, with the exception of Barn Lane, streets are very residential in scale, being narrow and twisty or culs de sac, and therefore unsuited to the weight of traffic they contend with at peak times.

PROPOSALS

Valentine Road – Springfield Road – Barn Lane

The Valentine Road – Springfield Road – Barn Lane rat-run is a de-facto by-pass of the High Street. It would perform this function more efficiently if the crossroads at Springfield Road – Addison Road – Barn Lane were managed. It would be economic and effective to introduce a mini-roundabout to establish some discipline into the junction.

The junction at Valentine Road – High Street next to Queensbridge is uncontrolled causing significant delays and accident risk. There is another junction the other side of the bridge where Queensbridge Road joins Alcester Road. It would improve traffic flow if the existing traffic lights controlling the Queensbridge Road – Alcester Road junction were extended to include the Valentine Road – High Street junction. This would allow proper control of what is a staggered crossroads.

The Valentine Road – High Street junction needs remodelling so that vehicles can turn left from Valentine Road while others are stacking to turn right.

The introduction of additional traffic lights in the High Street where there are several sets of traffic and crossing lights, points to the eventual need for synchronisation of light systems throughout the length of the High Street to improve traffic flow.

Recommendations

1. A mini-roundabout should be created at the Addison Road – Springfield Road – Barn Lane crossroads.
2. The existing traffic lights controlling the Queensbridge Road – Alcester Road junction should be extended to include the Valentine Road – High Street junction.
3. The Valentine Road – High Street junction should be remodelled so vehicles can turn left from Valentine Road into High Street while others are stacking to turn right.
4. High Street traffic and pedestrian lights should be synchronised throughout the length of the High Street to improve traffic flow.

Speed Restrictions

Given the residential nature of the area and the number of schools scattered about it, it would be prudent to set the recommended speed limit to 20 mph on all roads except the A4040 Outer Circle.

Recommendation

A recommended speed limit of 20 mph should be set on all roads except the High Street and A4040 Outer Circle

Road Classification

The classification of Addison Road as a “B” Road gives it a status as a national route that is inappropriate given its suburban residential nature.

Recommendation

That Addison Road is declassified and becomes an unclassified road.

One way systems

A characteristic of well-designed one-way systems is that they encourage traffic to circulate around block in an anti-clockwise direction so that only left turns are required. A study of the map of the area shows that the street layout is not conducive to this approach. For instance: -

Valentine Road – Springfield Road are necessary two-way to act as pressure relief for the High Street.

Poplar Road must be two ways to get HGV's between High Street and Morrison's car park for deliveries.

Institute Road must be two ways to get cars between High Street and the 2 main car parks of Kings Heath

Heathfield Road must be two ways to allow goods vehicles to service the rear of shops on the High Street and Eurocladding tiles.

With all these significant roads committed to two ways traffic a useful and practical one-way system design is hard to envisage, and unless a scheme delivers clear benefits to residents of a street there is no value in implementing it.

Recommendation

That a one-way traffic scheme not be implemented in the area.

Wheelers Lane Schools Parking

The Wheelers Lane schools generate large volumes of traffic, into the adjacent residential streets that are unable to cope. The Wheelers lane frontage of the schools site has a very deep verge that may originally have been intended as a second carriageway when the street layout was planned in the inter-war years. It would be advantageous if the verge in front of the school entrance were converted into a drop-off pick-up waiting area. This would reduce traffic impact elsewhere, and improve security for children who would be in a monitored environment. The layout for the redevelopment of the schools site place the primary school entrance on Wheelers lane so it is even more important that there is a safe area for young children to be in.

Bagnell Road is a minor residential road that only reaches more substantial traffic arteries through the equally minor residential Portman and Mossfield Roads. It is inappropriate that such a minor road should be the main entrance to a major school. The diversion of traffic to a more suitable road can only be achieved by not having the main entrance to a school in Bagnell Road. It is therefore necessary that the development of the Wheelers Lane School site recognises the need to position entrance to both schools on Wheelers lane. The introduction of the pick-up/drop-off slip road would assist this.

Recommendations

1. A substantial pick-up/drop off waiting area/slip-road should be created in the verge at the Wheelers Lane Entrance to the Wheelers Lane Schools site.

2. The entrances to both Wheelers Lane schools should be in Wheelers Lane and the Bagnell Road entrance should cease.

Parking

Designing Streets For On-Street Parking

All the streets originally created pre-1919 suffer are stuck with lack of garages and back access that force on-street parking. It is therefore desirable that whenever significant street works take place in future, they should do so to an overarching design that takes accounts of parking need, rather than simple renewing the existing pavements, kerbs and road surface. As well as improving parking provision, this could improve traffic flow, and importantly improve the design quality of the overall street scene and urban landscape. Such measures have been adopted in the city centre, Broad Street and Eastside and would be even more appropriate and valuable where people live. The street-pavement designs used in the Councils “north Worcestershire” developments are a design example. Measures might include: -

a: widening the road area by slimming the pavement (say) 2 feet each side to provide long parking bays between lampposts avoiding the expense of moving lampposts.

b: widening roads to provide parking bays by using drop kerbs and different pavement texturing, such as brick paviors and setts, the length the road.

c: widening roads slightly and introducing continental style chevron or diagonal parking at 45° to the kerb to increase parking density, i.e. the number of parking spaces in a given length of street.

d: clearly designating passing places.

Setting the standard for future street works requires an effective and harmonious design created and agreed with residents.

Recommendations

1. The Council should commission a street works design for the area to achieve an effective and harmonious design.
2. All future street works must comply with the agreed design

Improvements in the wardens goals

Residents Parking Schemes

Are Residents Parking Schemes Necessary Or Useful?

An attempt was made to introduce a scheme a few years ago and was roundly criticised by residents and rightly not pursued. The Kings Heath Local Action Plan refers to Residents Parking Schemes and therefore their usefulness is considered here.

The only uses of a scheme are: -

1. Where parking is so intense it effectively interferes with the free flow of traffic to an unacceptable degree, and no alternative measures have been effective.
2. Where residents cannot park near where they live because other people park there, and residents press for controls.

In other words it is a last resort.

In the case of the area considered here it does not seem that the position of last resort has yet been reached because the other measure proposed here have not been employed. Even so, it is worth looking far ahead so that if and when parking scheme is thought necessary it is better than the previous ill-considered proposal.

What was wrong with the original proposal?

During normal weekdays (i.e. not bank holiday or school holiday) large stretches of heavily parked streets are unused because resident's cars have been used for commuting and are somewhere else. Problems arise in the evening, at weekends or during holidays when shoppers compete with residents for spaces.

The original proposal was a single parking area covering most of east Kings Heath. It required residents to pay £30 a year. For this they were entitled to park anywhere in the area of the scheme. This meant that people from elsewhere within the area could park in your street to go shopping, or people from around the corner could park in your street if theirs was full. So the scheme failed to improve the position of residents who suffered these problems, and cost them £30!

There was a strong sense that when competition for space was most intense in the evening, there would be no regulatory warden around to carry out enforcement, and therefore the scheme would be impotent.

The upshot was a justified sense that residents were paying a £30 stealth tax to park outside their house if they could without much prospect of things being improved if they couldn't.

A Genuine Residents Parking Scheme Run By and For Residents

People have a narrow sense of what is "their" part of the street easily defined by the expression "go park up your own end of the street". To be effective and acceptable, any parking scheme needs to reflect and incorporate the intense localism and ownership that people feel about their part of a street. It follows that a parking scheme should clearly identify fairly short sections of street and allocate parking permits for that section to the residents of that section. This micro-regulation puts ownership of perceived parking "rights" back with the people who live there.

The issues of cost, permit administration and scheme enforcement are potential stumbling blocks with relatively high cost being required to support a remote and expensive bureaucracy, that fails to provide enforcement when it is most needed. The solution is to put these functions in the hands of residents who act as street champions on traffic matters. Provided there are enough champions the administrative burden on each would be fairly light once the scheme was established. Having people within a street licensed as wardens capable of issuing penalties would ensure that enforcement was available when needed.

Recommendations

1. Residents Parking Schemes should be used as a last resort when residents call for them.
2. Schemes should recognise the intense localism and ownership that people feel about their part of a street, identify short sections of street and allocate parking permits for that section to the residents of that section.
3. Residents acting as street champions and wardens should do permit administration and scheme enforcement functions.

Buses and Bus Routes

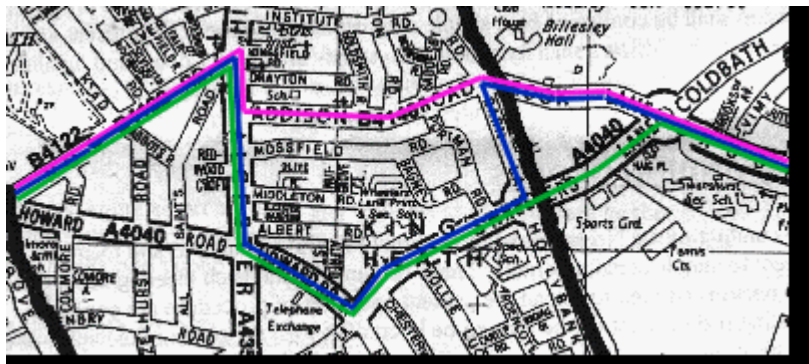
Re-routing Buses from Addison Road

Addison Road forms part of the no 11 Outer Circle bus route and the 69 & 69A. Because it is a pre-1919 street it is relatively narrow. Houses have small front gardens and no garage so residents must park on the street. There is now a high level of car ownership so both sides of the street are intensively parked up. This is made worse at weekends by shoppers parking. Because parking historically restricted the navigable width of the road it appeared not possible for 2 buses to pass each other. To prevent this, parking restrictions were introduced the length of the north side of Addison Road. The result is that many people cannot park in front of their own homes. Restrictions start early in the morning 7.30 a.m. Monday – Saturday, putting residents to great inconvenience. Over zealous and unsympathetic enforcement has worsened resident's perceptions.

There must be some sympathy with the residents of Addison Road, not least because their parking problem creates knock-on effect in adjacent roads where residents of Addison Road park when they cannot park in their own road, itself generating friction. However they are faced with working around the simplistic view that goes "Buses have always gone down Addison Road. People must have known that when they moved there, so what are they complaining about"? Given the importance of buses, and the importance of the Outer Circle route, a constructive approach is required.

Rerouting of the 11 away from Addison Road.

There is a potential conflict between people who want the route moved and those who use it where it is and will be inconvenienced by moving it. However a case can be made that the end result of a re-route would be an improvement overall. Importantly, the whole of the Wheelers Lane Schools sites (both schools) will be totally redeveloped starting in 2005. Now is the time to change the Outer Circle route so that it delivers kids directly to the school entrance. There should be support for this approach in the Council's "Safer Routes To Schools" policy. Clearly it is safer for kids if they get on/off a bus in a well-managed space directly in front of their school, rather than crossing Addison Road and other streets unsupervised. There is the supplementary benefit of diminishing the noise and disruption clouds of kids currently generate as they wander about the area on their way to and from buses. The diagram below shows the current route in purple and the 2 alternatives in *Green* and *Blue*.



Green Route

The green route uses Wheelers Lane and Howard Road East then joins the existing route in the High St. This takes advantage of the fact that Wheelers Lane is a wide "avenue" type of road with very wide verges to the north allowing scope for bus bays or road widening if necessary. Buses already use it, so there is no question of its suitability

Blue Route

The blue route is similar except it goes to the end of Brook Lane then goes down Barn Lane. The down side is that people in Barn Lane may not be enthusiastic, but it brings the 11 route close to Springfield Road Gaddesby Road and Melton Road minimising the inconvenience of the route change to residents there. Barn Lane is a relatively wide road with wide verges and houses with garages so residents' parking is unlikely to be adversely affected. Buses too, already use Barn Lane, so there is no question of its suitability

Comparison

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The table in Appendix B shows a comparison between streets that gain/lose bus service with each option. The corollary is that they gain/lose the disbenefits associated with buses too. The residents of Addison Road are the obvious 'losers', and the loss of bus access is generally accepted as being the price that is paid to 'get their street back', and be able to park unharrassed.

In Portman, Bagnell & Mossfield Roads, re-routing of buses improves the access to buses for residents at one end of these roads at the expense of the residents at the other end of the road. Since roughly equal numbers of residents in each road gain and lose, the overall balance is neutral.

The people who gain from a better access to the bus route are the residents of Wheelers Lane; Hollybank Road; Barn Lane; Hollie Lucas Road; Chesterwood Road; Haunch Lane; Peacock Road; Howard Road East; Alfred Street; Albert Road; Alcester Gardens; Middleton Road; Nutgrove Close; Olive Place, and students and staff at Wheelers Lane Primary School and Wheelers Lane Technology College.

Those who will have a longer trip to the bus are residents of Gaddesby Road, Melton Road and Goldsmith Road.

Conclusions

It is apparent from Appendix B that the Blue Route delivers a better catchment area of bus gainers at the expense of a much smaller group who lose out. Even those who lose out only do so to the extent that they have to walk further to the revised route, and the distance they would have to walk is not unreasonably further.

It is important to appreciate that this issue is never going to go away until the buses are rerouted. The obsolescence of Addison Road as a through route for heavy traffic was recognised in the route of the A4040 Ring Road. This took place long before current levels of household car ownership was envisaged let alone achieved. It is therefore time to accept the need for bus routes to follow a pattern that both improves

their catchment area but also delivers a better quality of life to a Victorian road that is unsuitable for modern bus traffic.

Recommendation

That the no 11, Outer Circle and 69 and 69A bus routes be changed from Addison Road to Barn Lane – Wheelers Lane – Howard Road East – High Street.

Street Crossings: Puffin v Pelican

The purpose of a street crossing is to grant the highest probability that a pedestrian will make it across the road without being knocked down.

The original Belisha beacon performed this task satisfactorily and cheaply for a long-time, and on lightly trafficked roads performs well today.

The Pelican crossing with its traffic lights, pedestrian green/red walk/don't-walk lights and audible walk-sounder improved the control of traffic and pedestrian by making it a visual command for each of them to halt rather than relying on a driver's observation and a pedestrian's common sense.

The Puffin crossing has removed the pedestrian walk/don't-walk lights and thereby removed a key safety element. Pedestrians crossing the road have to rely solely on the sounder to indicate that the traffic lights are going green. In heavy traffic areas background noise masks the sounder. Elderly people who have less mobility are also more likely to be deaf to some degree, so the sounder is of limited use to them, and no use to anyone registered deaf. To make the matter worse some Puffins do not seem to have a sounder.

When the Pelican crossing was introduced it was clearly and obviously different to a Belisha crossing and drivers and pedestrians could not fail to notice the difference. However the difference between Pelican and Puffin while vital is not obvious and therefore can mislead drivers and pedestrians about what is going on. A driver has no way of telling the difference until the amber light flashes or doesn't! Pedestrians may be confused by the absence of walk control lights they have been used to for decades. Pedestrians cross the road without a visual cue, and are dependant on movement sensors to manage traffic. Obviously these will break down from time to time. With a visual cue the pedestrian would be more likely to be aware of the predicament they are in. Also it is reported that when pedestrians stop moving, the detector fails to "see" them and sets traffic lights to green, exposing the slow, disabled, and people who have dropped something to increased risk.

If Puffin crossings were Pelican crossings with the added feature of motion detectors to extend traffic delays for big groups of people, there would not be an issue.

It is encouraging that this view now seems to be accepted by Department for Transport officials and officers of the Council. Nonetheless it is not taken for granted that this is the case or will be acted on, so the case is reiterated here.

Recommendations

Puffin crossings should be adapted to include walk/don't walk lights and sounder functions of Pelican crossings

Taking the Proposals Forward

This report needs the support of the people most involved, the people of Kings Heath. Therefore the support of the Kings Heath Neighbourhood Forum is sought to take this report to the Kings Heath Centre Partnership. The support of the Partnership and

implicitly that of Kings Heath Business Association would be sought to submitting the proposals to Birmingham Council, and Centro for inclusion in the Kings Heath Local Action Plan and such other plans and strategies as are necessary to drive forward the proposals as policy.

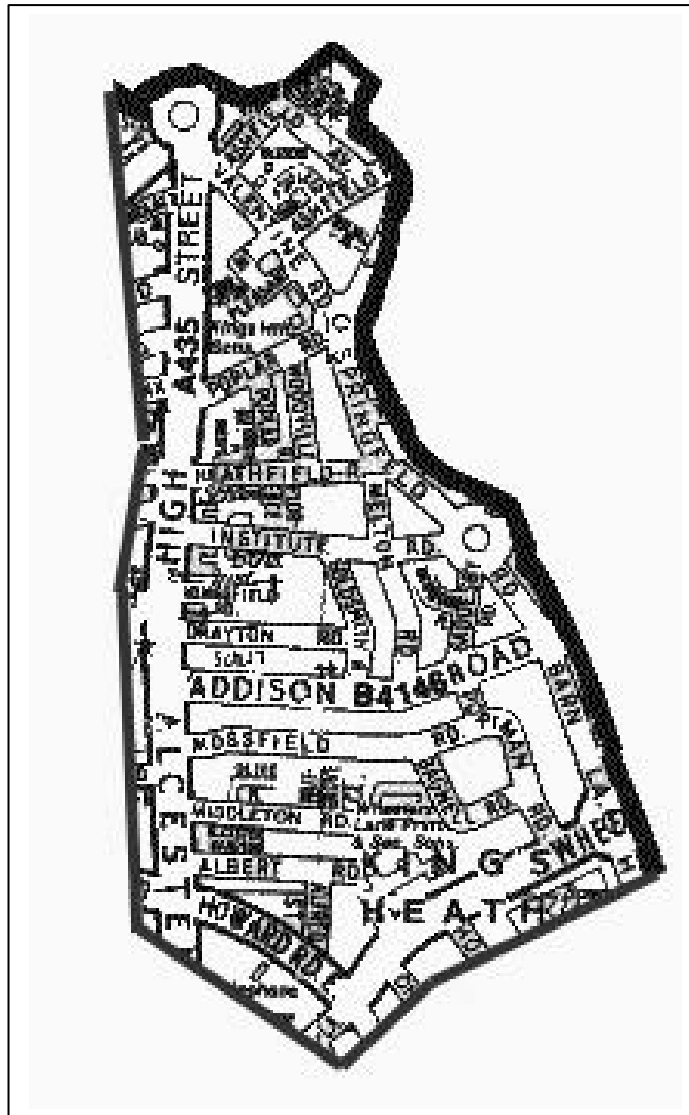
Public meeting

Having obtained the agreement of the Partnership the proposals should be aired at a public meeting before the submission to the Council and Centro. This would both inform the residents and obtain peoples views on what improvements to the proposals they would wish to see.

Recommendations

1. That the Forum approves the report and refers it to the Kings Heath Centre Partnership for approval.
2. That the Forum supports a public meeting to consider the report and seek improvements to it.
3. That the Forum supports the final report being submitted to Council and Centro with a recommendation for inclusion in their policies, standards and action plans.

APPENDIX A
AREA CONSIDERED BY THIS PAPER



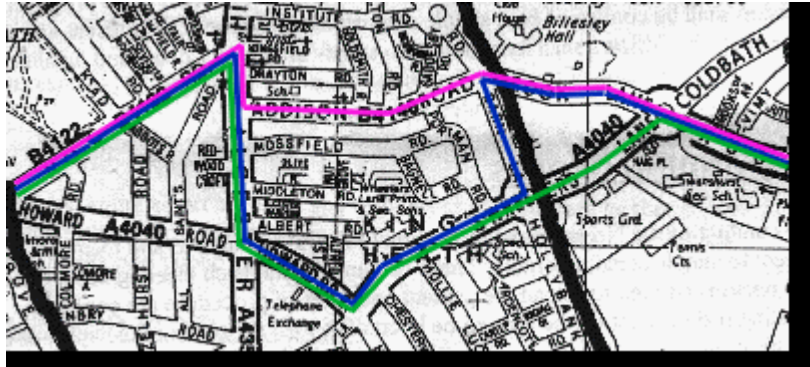
THE EFFECTS OF REROUTING THE 11 AND 69 BUSES ON EASE OF ACCESS TO LOCAL RESIDENTS AND KEY USERS

Gain	Access to the bus route is brought closer to residents and users in this area.
Loss	Access to the bus route is further away from residents and users in this area.

Green Route	Gain	Loss
Green Route		(West) Brook Lane
Green Route	Whealers Lane	
Green Route	(North) Hollybank Road	
Green Route	(South) Barn Lane	(North) Barn Lane
Green Route	(South) Portman Road	(North) Portman Road
Green Route	(South) Bagnell Road	(North) Bagnell Road
Green Route	Hollie Lucas Road	
Green Route	Chesterwood Road	
Green Route	(North) Haunch Lane	
Green Route	Peacock Road	
Green Route	Howard Road East	
Green Route	Alfred Street	
Green Route	Albert Road	
Green Route	Alcester Gardens	
Green Route	Middleton Road	
Green Route	Nutgrove Close	
Green Route	Olive Place	
Green Route	(West) Mossfield Road	(East) Mossfield Road
Green Route		(East) ADDISON ROAD
Green Route		(South) Springfield Road
Green Route		Gaddesby Road
Green Route		Melton Road
Green Route		Goldsmith Road
Green Route	Whealers Lane Primary School	
Green Route	Whealers Lane Technology College	

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Blue Route	Gain	Loss
Blue Route		
Blue Route	Whealers Lane	
Blue Route	(North) Hollybank Road	
Blue Route	Barn Lane	
Blue Route	(South) Portman Road	(North) Portman Road
Blue Route	(South) Bagnell Road	(North) Bagnell Road
Blue Route	Hollie Lucas Road	
Blue Route	Chesterwood Road	
Blue Route	(North) Haunch Lane	
Blue Route	Peacock Road	
Blue Route	Howard Road East	
Blue Route	Alfred Street	
Blue Route	Albert Road	
Blue Route	Alcester Gardens	
Blue Route	Middleton Road	
Blue Route	Nutgrove Close	
Blue Route	Olive Place	
Blue Route	(West) Mossfield Road	(East) Mossfield Road
Blue Route		(Central) ADDISON ROAD
Blue Route		Gaddesby Road
Blue Route		Melton Road
Blue Route		Goldsmith Road
Blue Route	Whealers Lane Primary School	
Blue Route	Whealers Lane Technology College	



Effects on Addison Road

Both the Green and Blue routes mean that access to buses for residents of Addison Road is worse. However, there has been a long history of Addison Road residents pressing for the buses to be rerouted away from their street, and the loss of bus access is generally accepted as being the price that is paid.

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Portman, Bagnell, Mossfield Roads – Swings & Roundabouts

The re-routing of buses improves the access to buses for residents at one end of these roads at the expense of the residents at the other end of the road. Since roughly equal numbers of residents in each road gain and lose, the overall balance is neutral.

ANALYSIS

It is apparent from the tables above, that both the Green and Blue routes improve the catchments serviced by the 11 bus, It is also apparent that the Blue route creates the greater gains with the least loses, and therefore is the route that must be preferred.