

What is happening?

We're consulting on possible changes to bus services in and around Dudley and would like your views to help us to shape the network for the future.

This survey should only take up a few minutes of your time and the feedback received will be used to help us understand what you do and don't like about the current network and how we can make changes for the better.

To help us to collect feedback about the services most relevant to you, this survey has been divided into different sections based on area. We would encourage you to provide feedback for the area most relevant to you but you are welcome to complete as many sections as you wish.

What are we doing?

The last major review of bus services in Dudley took place in 2008. Since then, congestion has increased and many journey times have risen. Patterns of demand have changed and we may need to change the bus network to reflect this.

National Express West Midlands is working closely with Transport for West Midlands, Dudley Council and other stakeholders to review the current network of bus services in and around Dudley to ensure that it meets today's and future needs.

We're considering all routes within the Dudley Borough as part of this review as well as some services in Sandwell, Wolverhampton and Birmingham. Many routes in Dudley run to and from these areas and we need to consider the wider network to make sure that the links and journey opportunities offered are the right ones.

We've provided the opportunity for general comments about services in each area but have also asked specific questions about certain services. The specific questions are not proposals to change services - we would simply like your views on changes that might be possible.

Area-by-area changes

* 1. Please select the area you'd like to look at:

- ☐ **West of Dudley** – including Kingswinford, Wall Heath, Russells Hall, Bromley, Gornal Wood, Pensnett and Wordsley.
- ☐ **North of Dudley** – including Sedgley, Wren's Nest, Tipton, Roseville and Coseley.
- ☐ **East of Dudley** – including Oldbury, Great Bridge, Kates Hill, Lion Farm and services to Birmingham.
- ☐ **South of Dudley** – including Merry Hill, Blackheath, Stourbridge, Cradley Heath, Halesowen, Wollaston and Lye.

You can look at more than one area. At the end of the questions for your selected area you'll be asked if you want to look at another.

* 2. Please tell us your postcode:

West of Dudley area

**West of Dudley – including Kingswinford, Wall Heath, Russells Hall, Bromley, Gornal Wood, Pensnett and Wordsley.
Specific questions asked about services 205, 222 and X10.**

3. How could we improve services in the areas west of Dudley? Please tell us what you do and don't like about the current network here. If there is anything you aren't happy with or any links that we aren't providing now that you'd like us to consider, please tell us.

4. Thinking about services in Russells Hall and Pensnett:

Services 205 and 222 provide links from the Russells Hall area to Dudley but run along different routes between Russells Hall Hospital and Dudley. We're considering making changes to combine these services here to provide a single route through Russells Hall Estate, which would be the same route as the current 222 along Overfield Road and Russells Hall Road.

Would you prefer buses to operate along a single route through Russells Hall Estate?

☐ Yes

☐ No

Comments

5. The 205 provides a link from Kingswinford to Russells Hall Hospital & Dudley. The X10 runs infrequently between Pensnett and Merry Hill. **We could extend the X10 beyond Pensnett to Kingswinford and run it more often to replace the 205 between Russells Hall and Kingswinford.** If we do this, the 205 may no longer run.

Would you prefer a more frequent direct link from Kingswinford and Pensnett to Merry Hill, Halesowen and Birmingham on the X10 instead of to Dudley on the 205? Passengers wanting to travel from Dudley Road to Dudley would need to change buses at Russells Hall Hospital to the 222 or 246.

☐ Yes

☐ No

Comments

6. Thinking about services in **Gornal Wood, Milking Bank and Stickley**:

Is there anywhere not served directly from Gornal Wood, Milking Bank and Stickley that you would like to see served?

7. Thinking about services in **Bromley**:

Is there anywhere not served directly from Bromley that you would like to see served? The 255 links to Merry Hill and Kingswinford every 15 minutes and to Wolverhampton every 30 minutes. Would you prefer some journeys to run to Dudley instead?

8. Thinking about services in **Wordsley, Lawnswood, Hawbush and Brockmoor**:

Is there anywhere not served directly from these areas that you would like to see served? How could bus services in these areas specifically be improved?

* 9. **Thank you** - that's it for this area. Would you like to look at any other area?

- ☐ Yes, I want to see the other areas.
- ☐ No, I've finished.

East of Dudley area

East of Dudley – including Oldbury and services to Birmingham. Specific questions asked about services 74, 87, 120, 126, 127, 128 and 129.

10. How could we improve services in the areas east of Dudley? Please tell us what you do and don't like about the current network here. If there is anything you aren't happy with or any links that we aren't providing now that you'd like us to consider, please tell us.

11. Thinking about services into Birmingham City Centre:

Service 74 runs between Birmingham, West Bromwich and Dudley but often suffers from delays along Soho Road and at the motorway island near West Bromwich. **We could split the 74 into two separate services** with one service running from Birmingham to West Bromwich and a different service running from Dudley to West Bromwich. If we do this, it should mean that the Dudley to West Bromwich section of route becomes more reliable because buses would no longer become stuck in Birmingham traffic. However, passengers would no longer be able to travel through from Dudley to Birmingham and would need to change buses in West Bromwich.

Do you think the 74 should be split into two separate services either side of West Bromwich?

☐ Yes

☐ No

Comments

12. We are considering introducing an express service between Oldbury and Birmingham along parts of the 87 route but missing out certain stops and sections of route. Buses could run along Cranford Street, avoiding congestion in Cape Hill. Journey times could be cut by as much as 15 minutes if we do this.

Is a faster service between Oldbury and Birmingham something that would appeal to you?

☐ Yes

☐ No

☐ Not applicable to me

Comments

13. If an express bus between Birmingham and Oldbury **continues beyond Oldbury** to provide other destinations with a fast service to Birmingham, **where should it continue to?**

- ☐ Dudley
- ☐ Blackheath
- ☐ West Bromwich
- ☐ Oakham
- ☐ Lion Farm

Other (please specify)

14. We could replace the 120 between Dudley and Oldbury with an extension of an express service between Birmingham and Oldbury. Buses could run between Dudley and Oldbury along the current 120 route and then fast to Birmingham through Smethwick. The 120 would still run every 10 minutes between Oldbury and Birmingham. Passengers between Oldbury and Dudley would gain a faster link to Birmingham but would need to change buses in Oldbury to travel to Langley and Bearwood.

Would you be in favour of this option?

- ☐ Yes
- ☐ No
- ☐ Not applicable to me

Comments

15. Service 126 runs between Wolverhampton, Dudley and Birmingham and is often delayed by congestion around Birchley Island, along Hagley Road and in Birmingham City Centre. **We could split the 126 into two separate services either side of Dudley** to help improve reliability between Wolverhampton and Dudley as those buses would no longer be delayed between Dudley and Birmingham. However, this would mean that passengers travelling from one side of Dudley to the other would need to change buses at Dudley Bus Station.

Do you think we should split the 126 into two separate services either side of Dudley to help improve reliability?

- ☐ Yes
- ☐ No
- ☐ Not applicable to me

Comments

16. **We could change the 126 so that it serves less stops along Wolverhampton Road or Hagley Road.**This would mean that journey times could reduce but that some people may have further to walk to their nearest bus stop.

Do you think that the 126 should serve fewer stops?

- ☐ The 126 should serve fewer stops along Hagley Road only
- ☐ The 126 should serve fewer stops along Wolverhampton Road only
- ☐ The 126 should serve fewer stops along both Wolverhampton Road and Hagley Road
- ☐ The 126 should continue to serve all bus stops, as now

Comments

17. Thinking about services 127, 128 and 129:

We are considering simplifying these services and providing **more frequent buses from Birmingham to Blackheath on the 127 and to Oldbury on the 128**. Both services could be improved to run every 20 minutes throughout the daytime. This might mean that the 129 would be replaced with a different service between Merry Hill and Blackheath and would no longer run through to Birmingham. Pound Road and Grafton Road might no longer be linked directly to Birmingham.

Would you be in favour of the 127 and 128 both running more often, even if the 129 no longer runs? Buses would still run every 10 minutes between Warley and Birmingham.

☐ Yes

☐ No

Comments

18. Thinking about the 127 between Dudley and Blackheath:

We are considering splitting the 127 at Blackheath into two separate services This would mean that a service continues to run either side of Blackheath but that passengers between Dudley and Blackheath would need to change buses in Blackheath if they want to continue onwards towards Birmingham. This should improve reliability for passengers between Dudley and Blackheath because buses would no longer become stuck in Birmingham traffic.

Would you be in favour of the 127 being split in Blackheath?

- ☐ Yes
- ☐ No
- ☐ Not applicable to me

Comments

19. The 127 between Blackheath and Dudley is indirect because it diverts along Mincing Lane and Bell End. We could make the service quicker here by changing it to run **directly along Oldbury Road.**

Would you support a change to the route of the 127 to make it more direct between Blackheath and Dudley?

- ☐ Yes
- ☐ No
- ☐ Not applicable to me

Comments

* 20. **Thank you** - that's it for this area. Would you like to look at any other area?

☐ Yes, I want to see the other areas.

☐ No, I've finished.

South of Dudley area

South of Dudley – including Merry Hill, Blackheath, Stourbridge, Wollaston and Cradley Heath. Specific questions asked about services 140, 241 and 276.

21. How could we improve services in the areas south of Dudley? Please tell us what you do and don't like about the current network here. If there is anything you aren't happy with or any links that we aren't providing now that you'd like us to consider, please tell us.

22. We are considering increasing the frequency of the 140 to Birmingham Buses could run every 20 minutes throughout the daytime instead of every 30 minutes.

We could combine the 140 and 241 into a single service running every 20 minutes between Dudley and Birmingham. The 241 might no longer run and would be replaced by the extra buses on the 140 between Quinton and Dudley. This would mean that passengers travelling to Halesowen would need to change at Quinton to the 9, X10 or 244.

Would you be in favour of all buses on the 140 and 241 being changed to run as the 140 to provide a more frequent service to Birmingham?

☐ Yes

☐ No

Comments

23. Do you think that the 140 should be changed to run as a limited stop servicebetween Quinton and Birmingham (only stopping at the busiest stops along Hagley Road) similar to the X10?

☐ Yes, the 140 should be changed to only stop at certain bus stops along Hagley Road.

☐ No, the 140 should continue to stop at every bus stop along Hagley Road.

Comments

24. Thinking about services between Stourbridge and Wollaston:

The 276 links Wollaston, Norton and Stourbridge with Merry Hill and Dudley every 20 minutes. However, the route between Stourbridge and Merry Hill is indirect, meaning longer journey times for passengers travelling from Wollaston across Stourbridge through to Merry Hill and Dudley.

We could change the service between Stourbridge, Norton and Wollaston to link it on to an extension of a more direct service between Merry Hill and Stourbridge or split the 276 to run the section between Stourbridge and Wollaston as a standalone service.

What are your views on this?

- ☐ Leave the 276 unchanged - I like it as it is
- ☐ Link the Stourbridge to Wollaston section of route onto a more direct service between Merry Hill and Stourbridge
- ☐ Run the service between Stourbridge and Wollaston as a standalone service. Passengers travelling beyond Stourbridge would need to change buses in Stourbridge.

Comments

* 25. **Thank you** - that's it for this area. Would you like to look at any other area?

- ☐ Yes, I want to see the other areas.
- ☐ No, I've finished.

North of Dudley area

North of Dudley – including Sedgley, Wrens Nest and Tipton. Specific questions asked about services 27, 81, 82 and X96.

26. How could we improve services in the areas north of Dudley? Please tell us what you do and don't like about the current network here. If there is anything you aren't happy with or any links that we aren't providing now that you'd like us to consider, please tell us.

27. Thinking about services in Wren's Nest

Wren's Nest is currently served by the X96 and 82. **We could change the 27 to divert through Wren's Nest** to run along Jew's Lane and then Eve Lane and Wren's Nest Road to Dudley. If we do this, the X96 would no longer run to Wren's Nest and would run between Dudley and Wollaston Farm only. Old Park Road might no longer be served.

Do you think that the 27 should divert through Wren's Nest to and from Dudley instead of the X96?

☐ Yes

☐ No

Comments

28. **Service 81** runs between Wolverhampton, Dudley and Merry Hill. The route links lots of different communities but is indirect for many journeys.

We'd like to know how we could improve the 81. If you have any views, please let us know.

29. **We could change the route of the 81 between Woodcross and Wolverhampton to run through Goldthorn Park** instead of along Laburnum Road and Birmingham New Road. This could replace the 27 between Wolverhampton Road, Goldthorn Park and Wolverhampton.

If we do this, Goldthorn Park would gain new links to Merry Hill, but the 27 might be curtailed to only run between Dudley and Sedgley.

What do you think of this option?

- ☐ The route of the 81 should change to run through Goldthorn Park instead of the 27
- ☐ No, the route of the 81 between Woodcross and Wolverhampton should not change

Comments

* 30. **Thank you** - that's it for this area. Would you like to look at any other area?

- ☐ Yes, I want to see the other areas.
- ☐ No, I've finished.

Thank you!

Thanks for your help!

Your feedback is very useful. We'll be using it to help plan improvements to bus routes in and around Dudley.

If you'd like to know more, or want to make any further comments on this questionnaire, please get in touch by emailing services@nationalexpress.com (please note this is a special email address for this questionnaire and so we may not be able to respond to every comment).

Information about all forthcoming changes to National Express bus routes in the West Midlands can be found on our website - [click here to be taken to the page](#).

For any other questions about National Express West Midlands bus routes, tickets, comments and suggestions, please get in touch by email, phone or letter - [click here for our contact details](#).

31. We'd love to keep in touch about future changes and promotions. If you're happy for us to do so please leave your contact details here:

Name

Email Address