

Option	Kings Heath Option A
Cell colour	Blue
Internal roads	Station Road (east end) Grange Road (east end) Bank Street
Distributor roads	High Street
Modal filters	<ul style="list-style-type: none"> • Station Road, west of rear entrance to Police Station <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Station Road, between High Street and Avenue Road ○ Needs to be east of York Road due to multiple alternative options for east-west traffic beyond this point • Grange Road, east of York Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Grange Road, between High Street and Avenue Road ○ Needs to be east of York Road due to multiple alternative options for east-west traffic beyond this point ○ Needs to be west of Bank Street otherwise the filter can be bypassed by using Bank Street
Other design features	<ul style="list-style-type: none"> • None
Overall design rationale	<ul style="list-style-type: none"> • Prevents east-west through traffic between High Street and Avenue Road by placing modal filters on Station Road and Grange Road. • The filters have been located to minimise the number of filters needed to prevent this east-west movement. If either were located west of York Road instead, then additional filters would be needed on Westfield Road and Waterloo Road to prevent all east-west movement. • The filter location on Station Road ensures the rear entrance for the Police Station is accessible from the High Street side but limits the number of dwellings accessible from this side, due to the busy nature of the High Street, requiring more traffic to access the area via Vicarage Road and Avenue Road.

Option	Kings Heath Option A
Cell colour	Yellow
Internal roads	York Road (east end) Silver Street (east end)
Distributor roads	High Street
Modal filters	<ul style="list-style-type: none"> • York Road, west of High Street and east of Waterloo Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along York Road, Waterloo Road, South Road and Grange Road, between High Street and Avenue Road ○ Needs to be east of Waterloo Road due to multiple alternative options for east-west traffic beyond this point ○ Multiple filters creates a pedestrianised area for the retail units on York Road • Silver Street, east of Whitesmiths Croft <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Silver Street, Balaclava Road, South Road and Grange Road, between High Street and Avenue Road ○ Needs to be east of Balaclava Road due to multiple alternative options for east-west traffic beyond this point ○ Creates a boundary between the residential streets and the access to Lidl, so vehicles travelling to Lidl can't use the residential streets
Other design features	<ul style="list-style-type: none"> • Pedestrianisation of York Road retail area
Overall design rationale	<ul style="list-style-type: none"> • Prevents east-west through traffic between High Street and Avenue Road by placing modal filters on York Road and Silver Street. • The filters have been located to minimise the number of filters needed to prevent this east-west movement. If either filter were located further west (on Waterloo Road instead of York Road, or west of Balaclava Road on Silver Street) then additional filters would be needed on Westfield Road, Station Road, Grange Road and Balaclava Road / South Road to prevent all east-west movement. • The filters also serve to separate the retail areas on each road from the residential areas, to prevent vehicles using residential streets to travel to/from the retail and instead requiring them to use the High Street.

Option	Kings Heath Option A	
Cell colour	Red	
Internal roads	Westfield Road Chamberlain Court Station Road (west end) Grange Road (west end) York Road (west end) Kings Gate South Road	Waterloo Road Balaclava Road Silver Street (west end) Whitesmiths Croft Fairfield Road Silverfield Close Highbury Road
Distributor roads	Vicarage Road Avenue Road	
Modal filters	<ul style="list-style-type: none"> • Station Road, west of rear entrance to Police Station <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Station Road, between High Street and Avenue Road ○ Needs to be east of York Road due to multiple alternative options for east-west traffic beyond this point • Grange Road, east of York Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Grange Road, between High Street and Avenue Road ○ Needs to be east of York Road due to multiple alternative options for east-west traffic beyond this point ○ Needs to be west of Bank Street otherwise the filter can be bypassed by using Bank Street • York Road, west of High Street and east of Waterloo Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along York Road, Waterloo Road, South Road and Grange Road, between High Street and Avenue Road ○ Needs to be east of Waterloo Road due to multiple alternative options for east-west traffic beyond this point • Silver Street, east of Whitesmiths Croft <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Silver Street, Balaclava Road, South Road and Grange Road, between High Street and Avenue Road ○ Needs to be east of Balaclava Road due to multiple alternative options for east-west traffic beyond this point ○ Creates a boundary between the residential streets and the access to Lidl, so vehicles travelling to Lidl can't use the residential streets • Highbury Road, south of Grange Road <ul style="list-style-type: none"> ○ Diverts north-south traffic along Highbury Road to Avenue Road or Balaclava Road and South Road ○ Needs to be south of Grange Road, otherwise does not divert most north-south traffic ○ Needs to be north of Silver Street so as to not prevent all access from Vicarage Road 	
Other design features	<ul style="list-style-type: none"> • None 	
Overall design rationale	<ul style="list-style-type: none"> • Prevents east-west through traffic between High Street and Avenue Road by placing modal filters on Station Road, Grange Road, York Road and Silver Street. The filters have been located to minimise the number of filters needed to prevent this east-west movement. • The filters also serve to separate the retail areas on each road from the residential areas, to prevent vehicles using residential streets to travel to/from the retail and instead requiring them to use the High Street. • Diverts north-south traffic away from Highbury Road, to alleviate the additional pressure on this road caused by the other filters preventing access to Westfield Road, Station Road and Grange Road from the High Street. 	

Option	Kings Heath Option A
Cell colour	Green
Internal roads	All Saints Road Abbots Road Hazelhurst Road Colmore Road (north end)
Distributor roads	Vicarage Road Howard Road
Modal filters	<ul style="list-style-type: none"> • All Saints Road, north of Howard Road <ul style="list-style-type: none"> ○ Prevents north-south through traffic along All Saints Road, between Vicarage Road and Howard Road ○ Needs to be located south of Abbots Road due to multiple alternative options for north-south traffic beyond this point • Hazelhurst Road, north of Howard Road <ul style="list-style-type: none"> ○ Prevents north-south through traffic along Hazelhurst Road, between Vicarage Road and Howard Road ○ Can be located anywhere on the section of Hazelhurst Road north of Howard Road, to change which dwellings are accessed from Vicarage Road or Howard Road • Colmore Road, north of Colmore Road cul-de-sac <ul style="list-style-type: none"> ○ Prevents north-south through traffic along Colmore Road, between Vicarage Road and Howard Road ○ Can be located anywhere on the section of Colmore Road north of Howard Road to change which dwellings are accessed from Vicarage Road or Howard Road (currently southern cul-de-sac of Colmore Road accessed from Howard Road)
Other design features	<ul style="list-style-type: none"> • None
Overall design rationale	<ul style="list-style-type: none"> • Prevents north-south through traffic between Vicarage Road and Howard Road by placing modal filters on All Saints Road, Hazelhurst Road and Colmore Road. • The filters have been located to minimise the number of filters needed to prevent this north-south movement. If the All Saints Road filter was located north of Abbots Road then an additional filter would be needed on Abbots Road to prevent all north-south movement. Similarly, if the Hazelhurst Road filter was located to the north on Abbots Road instead (south of Vicarage Road), then an additional filter would still be required on Hazelhurst Road or All Saints Road to prevent all north-south movement. Both filters can be moved to the north together, which can be seen in Option B. • The filters have been located towards the Howards Road side of the cell to provide a more distinct barrier on the southern edge of the LTN, making it clearer for vehicles travelling northbound along All Saints Road, Hazelhurst Road and Colmore Road from south of Howard Road (for example) that they cannot continue north on these roads. • Not having the filters on the Vicarage Road side also aims to maintain a stronger sense of connection for these residents with the rest of Kings Heath.

Option	Kings Heath Option B
Cell colour	Blue
Internal roads	Station Road (east end) Grange Road (east end) Bank Street York Road (west end) Kings Gate Waterloo Road South Road
Distributor roads	High Street
Modal filters	<ul style="list-style-type: none"> • Station Road, diagonal filter at junction with York Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Station Road, between High Street and Avenue Road ○ Creates a loop with Grange Road for ease of access (no need to u-turn) • Grange Road, west of South Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Grange Road, between High Street and Avenue Road ○ Needs to be west of South Road otherwise the filter can be bypassed by using York Road, Waterloo Road and South Road ○ Needs to be east of Highbury Road due to multiple alternative options for east-west traffic beyond this point • Balaclava Road, south of Waterloo Road <ul style="list-style-type: none"> ○ Prevents north-south through traffic along Balaclava Road, between High Street and Vicarage Road ○ Needs to be south of Waterloo Road otherwise the filter can be bypassed by using York Road and Waterloo Road ○ Located to maintain the loop around Waterloo Road and South Road and access to the turning head on Balaclava Road • York Road, east of Waterloo Road <ul style="list-style-type: none"> ○ Multiple filters creates a pedestrianised area for the retail units on York Road
Other design features	<ul style="list-style-type: none"> • A one-way loop along Grange Road, York Road and Station Road is required to accommodate the diagonal modal filter on the Station Road / York Road junction. <ul style="list-style-type: none"> ○ This is proposed as westbound on Grange Road (and therefore northbound on York Road and eastbound on Station Road) to be in line with the previous one-way system on Grange Road from before the current LTN measures were installed.
Overall design rationale	<ul style="list-style-type: none"> • Prevents east-west through traffic between High Street and Avenue Road by placing modal filters on Station Road, Grange Road and Balaclava Road. <ul style="list-style-type: none"> ○ A diagonal filter is used to create a loop road, to remove the need to u-turn at the modal filter. This requires a one-way system to accommodate the space needed for the diagonal filter at the junction. • Due to the other filters for this cell, the filters on York Road are not needed to prevent the east-west through movement but are maintained to provide the pedestrianised area. Access to the western side of the pedestrianised area is maintained from the High Street (via Grange Road).

Option	Kings Heath Option B
Cell colour	Yellow
Internal roads	York Road (east end) Silver Street (east end)
Distributor roads	High Street
Modal filters	<ul style="list-style-type: none"> • York Road, west of High Street and east of Waterloo Road <ul style="list-style-type: none"> ○ Multiple filters creates a pedestrianised area for the retail units on York Road • Silver Street, east of Whitesmiths Croft <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Silver Street, Balaclava Road, South Road and Grange Road, between High Street and Avenue Road ○ Needs to be east of Balaclava Road due to multiple alternative options for east-west traffic beyond this point ○ Creates a boundary between the residential streets and the access to Lidl, so vehicles travelling to Lidl can't use the residential streets
Other design features	<ul style="list-style-type: none"> • Pedestrianisation of York Road retail area
Overall design rationale	<ul style="list-style-type: none"> • Due to other filters in the Blue cell, the filters on York Road are not needed to prevent the east-west through movement but are maintained to provide the pedestrianised area. • Prevents east-west through traffic between High Street and Avenue Road by placing a modal filter on Silver Street. • Due to the filter on Balaclava Road in the Blue cell, the location of this filter could be moved as far as east of Highbury Road and still prevent east-west through movements. But the filter also serves to separate the retail area from the residential areas, to allow residents in the Purple cell to access their dwellings separately from the retail access.

Option	Kings Heath Option B
Cell colour	Red
Internal roads	Westfield Road Chamberlain Court Station Road (west end) Grange Road (west end) Highbury Road (north end)
Distributor roads	Avenue Road
Modal filters	<ul style="list-style-type: none"> • Station Road, diagonal filter at junction with York Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Station Road, between High Street and Avenue Road ○ Creates a loop with Grange Road for ease of access (no need to u-turn) • Grange Road, west of South Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Grange Road, between High Street and Avenue Road ○ Needs to be west of South Road otherwise the filter can be bypassed by using York Road, Waterloo Road and South Road ○ Needs to be east of Highbury Road due to multiple alternative options for east-west traffic beyond this point • Highbury Road, south of Grange Road <ul style="list-style-type: none"> ○ Prevents north-south traffic along Highbury Road ○ Located to split the access to the Red and Purple cells from Avenue Road and Vicarage Road respectively, to balance the use of the access junctions. ○ If located north of Grange Road, would shift the balance towards use of Vicarage Road over Avenue Road. ○ If located south of Silver Street, would significantly shift the balance towards use of Avenue Road over Vicarage Road.
Other design features	<ul style="list-style-type: none"> • A one-way loop along Station Road and Westfield Road is required to accommodate the space needed for a diagonal modal filter on the Station Road / York Road junction. <ul style="list-style-type: none"> ○ This is proposed as eastbound on Station Road (and therefore northbound northbound on Westville Road, up to Chamberlain Court) to match the direction of travel in the Blue cell.
Overall design rationale	<ul style="list-style-type: none"> • Prevents east-west through traffic between High Street and Avenue Road by placing modal filters on Station Road and Grange Road. <ul style="list-style-type: none"> ○ A diagonal filter is used to create a loop road, to remove the need to u-turn at the modal filter. This requires a one-way system to accommodate the space needed for the diagonal filter at the junction. • Prevents north-south traffic along Highbury Road to split the use of Vicarage Road and Avenue Road as access points into the residential area, to provide a more balanced use of the access junctions.

Option	Kings Heath Option B
Cell colour	Purple
Internal roads	Balaclava Road Silver Street (west end) Whitesmiths Croft Fairfield Road Silverfield Close Highbury Road (south end)
Distributor roads	Vicarage Road
Modal filters	<ul style="list-style-type: none"> • Balaclava Road, south of Waterloo Road <ul style="list-style-type: none"> ○ Prevents north-south through traffic along Balaclava Road, between High Street and Vicarage Road ○ Needs to be south of Waterloo Road otherwise the filter can be bypassed by using York Road and Waterloo Road ○ Located to maintain the loop around Waterloo Road and South Road and access to the turning head on Balaclava Road • Silver Street, east of Whitesmiths Croft <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Silver Street, Balaclava Road, South Road and Grange Road, between High Street and Avenue Road ○ Needs to be east of Balaclava Road due to multiple alternative options for east-west traffic beyond this point ○ Creates a boundary between the residential streets and the access to Lidl, so vehicles travelling to Lidl can't use the residential streets • Highbury Road, south of Grange Road <ul style="list-style-type: none"> ○ Prevents north-south traffic along Highbury Road ○ Located to split the access to the Red and Purple cells from Avenue Road and Vicarage Road respectively, to balance the use of the access junctions. ○ If located north of Grange Road, would shift the balance towards use of Vicarage Road over Avenue Road. ○ If located south of Silver Street, would significantly shift the balance towards use of Avenue Road over Vicarage Road.
Other design features	<ul style="list-style-type: none"> • A new crossing facility is proposed on Vicarage Road, to the west of Highbury Road. The form of this crossing facility is not yet determined. <ul style="list-style-type: none"> ○ This crossing will link the neighbourhoods in the north and south sides of western Kings Heath by providing a route between Highbury Road and Abbots Road. ○ It will also provide better access to Kings Heath Park.
Overall design rationale	<ul style="list-style-type: none"> • Prevents east-west movements along Silver Street and north-south movements along Balaclava Road and Highbury Road. • These combined filters create a cell which is accessible from Vicarage Road only, with no through movement to the retail area on Silver Street and no access into the further residential areas covered by the Blue and Red cells.

Option	Kings Heath Option B
Cell colour	Orange
Internal roads	All Saints Road (south end) Abbots Road Hazelhurst Road Colmore Road
Distributor roads	Howard Road
Modal filters	<ul style="list-style-type: none"> • All Saints Road, north of Abbots Road <ul style="list-style-type: none"> ○ Prevents north-south through traffic along All Saints Road, between Vicarage Road and Howard Road ○ Needs to be located north of Abbots Road due to multiple alternative options for north-south traffic beyond this point ○ Maintains the access to the retail car park on All Saints Road from the Vicarage Road / High Street side only, to reduce the number of dwellings impacted by retail traffic. • Abbots Road, south of Vicarage Road <ul style="list-style-type: none"> ○ Prevents north-south through traffic along Abbots Road, Hazelhurst Road and All Saints Road, between Vicarage Road and Howard Road ○ Needs to be located west of Hazelhurst Road otherwise the filter can be bypassed by using Hazelhurst Road • Colmore Road, south of Vicarage Road <ul style="list-style-type: none"> ○ Prevents north-south through traffic along Colmore Road, between Vicarage Road and Howard Road ○ Can be located anywhere on the section of Colmore Road north of Howard Road to change which dwellings are accessed from Vicarage Road or Howard Road
Other design features	<ul style="list-style-type: none"> • Introduce a one-way loop from Hazelhurst Road, to Abbots Road, to All Saints Road, with traffic calming features and a contraflow cycle route. • A new crossing facility is proposed on Howard Road, to the west of Hazelhurst Road. The form of this crossing facility is not yet determined. <ul style="list-style-type: none"> ○ This crossing will link the Kings Heath LTN to neighbouring areas to the south, improving the walking route to the Kings Heath area and Kings Heath Park. ○ It will also provide a crossing point for walking to Colmore Junior School from the east. ○ The crossing would also help to control traffic speeds on Howard Road, which will experience a slight increase in traffic with these proposals.
Overall design rationale	<ul style="list-style-type: none"> • Prevents north-south through traffic between Vicarage Road and Howard Road by placing modal filters on All Saints Road, Abbots Road and Colmore Road. • The filters have been located to minimise the number of filters needed to prevent this north-south movement. If the All Saints Road filter was located south of Abbots Road then an additional filter would be needed on Abbots Road or Hazelhurst to prevent all north-south movement. Similarly, if the Abbots Road filter was located on Hazelhurst Road instead, then an additional filter would still be required on Abbots Road to prevent all north-south movement. Both filters can be moved to the south together, which can be seen in Option A. • The Abbots Road and Colmore Road filters have been located towards the Vicarage Road side of the cell to reduce the number of dwellings accessible from Vicarage Road. This is in response to the increased strain on Vicarage Road since the existing filters (as seen in Option A) were introduced. The filter on All Saints Road is located further south to ensure the retail car park is accessible from the High Street of the cell only.

Option	Kings Heath Option B
Cell colour	Green
Internal roads	All Saints Road (north end)
Distributor roads	Vicarage Road
Modal filters	<ul style="list-style-type: none"> • All Saints Road, north of Abbots Road <ul style="list-style-type: none"> ○ Prevents north-south through traffic along All Saints Road, between Vicarage Road and Howard Road ○ Needs to be located north of Abbots Road due to multiple alternative options for north-south traffic beyond this point ○ Maintains the access to the retail car park on All Saints Road from the Vicarage Road / High Street side only, to reduce the number of dwellings impacted by retail traffic.
Other design features	<ul style="list-style-type: none"> • A new crossing facility is proposed on Vicarage Road, to the west of Highbury Road. The form of this crossing facility is not yet determined. <ul style="list-style-type: none"> ○ This crossing will link the neighbourhoods in the north and south sides of western Kings Heath by providing a route between Highbury Road and Abbots Road. ○ It will also provide better access to Kings Heath Park.
Overall design rationale	<ul style="list-style-type: none"> • Prevents north-south through traffic between Vicarage Road and Howard Road by placing a modal filter on All Saints Road. • The filters have been located to minimise the number of filters needed to prevent this north-south movement. If the All Saints Road filter was located south of Abbots Road then an additional filter would be needed on Abbots Road or Hazelhurst to prevent all north-south movement • The filter on All Saints Road is located further south to ensure the retail car park is accessible from the High Street of the cell only.

Option	Kings Heath Option C	
Cell colour	Purple	
Internal roads	Oxford Road (west end) Ascot Road Woodrough Drive School Road (north end) Paton Grove	Grove Avenue Cotton Lane Poulton Close Manor Park Close
Distributor roads	St. Marys Row Wake Green Road	
Modal filters	<ul style="list-style-type: none"> • Oxford Road, west of Billesley Lane <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Oxford Road, between St. Marys Row and Yardley Wood Road ○ Also prevents north-south traffic along Billesley Lane diverting to Oxford Road to travel to/from the west, instead of using Wake Green Road ○ Needs to be east of Cotton Lane otherwise the filter can be bypassed along Cotton Lane to Grove Avenue, School Road or Wake Green Road • School Road, north of Greenhill Road <ul style="list-style-type: none"> ○ Prevents north-south traffic along School Road, between Addison Road or Wheelers Lane and Wake Green Road ○ Needs to be south of Cotton Lane due to multiple alternative options for north-south traffic beyond this point ○ Needs to be north of Greenhill Road otherwise the filter can be bypassed along Prospect Road, Clarence Road and Greenhill Road 	
Other design features	<ul style="list-style-type: none"> • None 	
Overall design rationale	<ul style="list-style-type: none"> • Prevents east-west through traffic between Wake Green Road and Yardley Wood Road, and north-south through traffic between Wake Green Road and Wheelers Lane by placing modal filters on Oxford Road and School Road respectively. • The Purple cell is accessed via the north only (St. Marys Row and Wake Green Road). • The filters have been located to minimise the number of filters needed to prevent these two movements. If either were located the other side of Cotton Lane, this would open up routes to bypass the filters. • The School Road modal filter is already in place and has proved to be popular with residents, with residents constructing benches attached to the planters. It is therefore logical to keep this filter where it is. 	

Option	Kings Heath Option C		
Cell colour	Green		
Internal roads	Billesley Lane St. Agnes Road Avon Drive St. Agnes Close Oxford Road (east end) Dyott Road Mulberry Drive Greenhill Road Ashdown Close Greenend Road	Elmfield Crescent School Road (south end) Clarence Road Prospect Road Ritchie Close Blenheim Road Northlands Road Cambridge Road Thorney Close Westlands Road	Southlands Road Eastlands Road Woodfield Road Bintown Croft Springfield Road Institute Road (east end) Melton Road (south end) Addesey Road Addison Road (east end) Brook Lane
Distributor roads	Wake Green Road Yardley Wood Road Coldbath Road Whealers Lane		
Modal filters	<ul style="list-style-type: none"> • Oxford Road, west of Billesley Lane <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Oxford Road, between St. Marys Row and Yardley Wood Road ○ Also prevents north-south traffic along Billesley Lane diverting to Oxford Road to travel to/from the west, instead of using Wake Green Road ○ Needs to be east of Cotton Lane otherwise the filter can be bypassed along Cotton Lane to Grove Avenue, School Road or Wake Green Road • School Road, north of Greenhill Road <ul style="list-style-type: none"> ○ Prevents north-south traffic along School Road, between Addison Road or Wheelers Lane and Wake Green Road ○ Needs to be south of Cotton Lane due to multiple alternative options for north-south traffic beyond this point ○ Needs to be north of Greenhill Road otherwise the filter can be bypassed along Prospect Road, Clarence Road and Greenhill Road • Valentine Road, diagonal filter at junction with School Road and Poplar Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Valentine Road, Springfield Road and Brook Lane, between the High Street and Wheelers Lane ○ Creates a loop with Poplar Road for ease of access (no need to u-turn), facilitating traffic to the school and supermarket • Ashfield Road, west of School Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Ashfield Road, between the High Street and Yardley Wood Road (via Greenhill Road and Dyott Road) ○ Also needed in addition to the Valentine Road filter to prevent use of Ashfield Road and School Road as a bypass around that filter ○ Needs to be east of Ashfield Avenue otherwise the filter can be bypassed by using Ashfield Avenue • Cambridge Road, east of Springfield Road <ul style="list-style-type: none"> ○ An internal filter, does not prevent any through traffic movements ○ Protects Cambridge Road as a walking route to Kings Heath Primary School ○ Provides space for a parklet outside the Church and nearby the school • Woodfield Road, east of Springfield Road <ul style="list-style-type: none"> ○ An internal filter, does not prevent any through traffic movements ○ Protects Woodfield Road from being used as an internal shortcut between Springfield Road and Billesley Lane • Melton Road, south of Springfield Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Heathfield Road, Springfield Road and Brook Lane, between the High Street and Wheelers Lane, or via Billesley Lane to Wake Green Road ○ Located on a short link between Springfield Road and Heathfield Road, so minimal reversing is needed to exit the affected road 		

Option	Kings Heath Option C
Cell colour	Green
	<ul style="list-style-type: none"> • Melton Road, diagonal filter at junction with Institute Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Institute Road, Springfield Road and Brook Lane, between the High Street and Wheelers Lane, or via Billesley Lane to Wake Green Road ○ Creates a loop with Institute Road for ease of access (no need to u-turn) • Bus gate on Addison Road, east of Goldsmith Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Addison Road, between the High Street and Wheelers Lane, for general traffic only ○ Maintains the through route for bus services ○ Needs to be east of Goldsmith Road otherwise the filter can be bypassed by using Drayton Road ○ Needs to be west of Melton Road otherwise the filter can be bypassed by using Melton Road, Institute Road and Springfield Road • Portman Road, south of Addison Road <ul style="list-style-type: none"> ○ Prevents north-south through movement along Portman Road between Addison Road and Wheelers Lane ○ Prevents the use of Portman Road and Mossfield Road as a bypass around the Bus gate on Addison Road • Barn Lane, south of Brook Lane <ul style="list-style-type: none"> ○ Prevents north-south through traffic between Springfield Road and Wheelers Lane. ○ Can be located anywhere along Barn Lane to change the distribution of dwellings accessed from either end (Option D shows the filter north of Wheelers Lane).
Other design features	<ul style="list-style-type: none"> • Traffic calming proposed to be introduced / continued to slow down traffic speeds on Billesley Lane. The form of this traffic calming is not yet determined. • Several potential new crossing facilities are proposed on Springfield Road, to the north of Woodfield Road, north of Billesley Lane, south of Billesley Lane and north of Brook Lane. Not all of these crossings would necessarily be included in the final design and the form of these crossing facilities are not yet determined. <ul style="list-style-type: none"> ○ There are currently no controlled crossing facilities on Springfield Road, which creates a barrier for pedestrians accessing the High Street and the various other amenities and schools in the area. • A new crossing facility is also proposed on Billesley Lane, to the south of Greenhill Road. The form of this crossing facility is not yet determined. <ul style="list-style-type: none"> ○ There are currently no controlled crossing facilities on Billesley Lane, which creates a barrier for pedestrians accessing the High Street and the various other amenities and schools in the area. ○ There is already a refuge island with dropped kerbs in this location, which could potentially be upgraded. • A new crossing facility is also proposed on Addison Road, to the west of Portman Road. The form of this crossing facility is not yet determined. <ul style="list-style-type: none"> ○ This crossing will link the neighbourhoods in the north and south sides of eastern Kings Heath by providing a route between Gaddesby Road and Portman Road. ○ It will also provide better access to Wheelers Lane Primary School and College. • A one-way loop along Melton Road and Institute Road is required to accommodate the space needed for a diagonal modal filter on the Melton Road / Institute Road junction. <ul style="list-style-type: none"> ○ This one-way loop is continued southbound on Gaddesby Road to protect this road from being used as an internal short cut between Addison Road and Springfield Road in one direction. ○ These roads will feature a contraflow cycle route, the form of which is not yet determined.

Option	Kings Heath Option C
Cell colour	Green
	<ul style="list-style-type: none"> ○ Traffic calming can also potentially be introduced to control vehicle speeds, as speeds may otherwise increase with the wider one-way lane.
Overall design rationale	<ul style="list-style-type: none"> ● Prevents east-west through traffic between the High Street and Wake Green Road, Yardley Wood Road and Wheelers Lane by placing modal filters on Valentine Road, Ashfield Road, Melton Road, Institute Road and Addison Road. ● Prevents east-west through traffic between Wake Green Road and Yardley Wood Road by placing a modal filter on Oxford Road. ● Prevents north-south through movement between Addison Road and Wheelers Lane by placing modal filters at either end of Portman Road, which also prevents Mossfield Road being used as a bypass to get around the Mossfield Road bus gate, or as an alternative route to Wheelers Lane and Alcester Road. ● Prevents north-south through traffic between Springfield Road and Wheelers Lane by placing a filter on Barn Lane. ● Diverts north-south traffic between Wake Green Road and Wheelers Lane to Billesley Lane by placing a modal filter on School Road. ● The Green cell is accessed via the north and east (Wake Green Road, Yardley Wood Road and Wheelers Lane). ● The filters have been located to minimise the number of filters needed to prevent through movements. ● Diagonal filters are where appropriate to create loop roads, to minimise the need to u-turn at modal filters. ● Billesley Lane remains open as a north-south through route due to the high width of the road and the open space along one side on the southern section. Traffic calming is proposed to be introduced / continued to slow down traffic speeds on this road. ● Some internal filters are used to protect certain roads, to encourage their use as a walking route to school or to prevent their use as an internal short cut.

Option	Kings Heath Option C	
Cell colour	Red	
Internal roads	Valentine Road Ashfield Road Ashfield Avenue The Woods	Leasowes Road Poplar Road Poplar Avenue Woodville Road (north end)
Distributor roads	High Street	
Modal filters	<ul style="list-style-type: none"> • Valentine Road, diagonal filter at junction with School Road and Poplar Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Valentine Road, Springfield Road and Brook Lane, between the High Street and Wheelers Lane ○ Creates a loop with Poplar Road for ease of access (no need to u-turn), facilitating traffic to the school and supermarket • Ashfield Road, west of School Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Ashfield Road, between the High Street and Yardley Wood Road (via Greenhill Road and Dyott Road) ○ Also needed in addition to the Valentine Road filter to prevent use of Ashfield Road and School Road as a bypass around that filter ○ Needs to be east of Ashfield Avenue otherwise the filter can be bypassed by using Ashfield Avenue • Woodville Road, south of Poplar Road <ul style="list-style-type: none"> ○ Prevents north-south traffic along Woodville Road, Melton Road and Goldsmith Road, as an alternative route to bypass the High Street ○ Located south of the medical centre, to maintain easier access to this from the High Street ○ Could be located at various locations along Woodville Road, Melton Road or Goldsmith Road to prevent the north-south traffic (Option D is on Goldsmith Road instead) 	
Other design features	<ul style="list-style-type: none"> • A one-way loop along Valentine Road and Poplar Road is required to accommodate the space needed for a diagonal modal filter on the Valentine Road / Poplar Road junction. <ul style="list-style-type: none"> ○ The one-way loop is from Valentine Road to Poplar Road so that right turners from the south (northbound on the High Street) turn at Valentine Road instead of Poplar Road. The Poplar Road junction is in a more complex location in the middle of the High Street with a bus stop in the middle of the junction, so this aims to reduce the number of right turners here. ○ These roads will feature a contraflow cycle route, the form of which is not yet determined. • A new crossing facility is also proposed on Valentine Road, to the north of Poplar Road. The form of this crossing facility is not yet determined. <ul style="list-style-type: none"> ○ This will provide a safer access to the school. 	
Overall design rationale	<ul style="list-style-type: none"> • Prevents east-west through traffic between the High Street and Wake Green Road, Yardley Wood Road and Wheelers Lane by placing modal filters on Valentine Road and Ashfield Road. <ul style="list-style-type: none"> ○ Two-way access is maintained on Valentine Road for Ashfield Road from the High Street, with a one-way loop onwards to Poplar Road. • Prevents north-south traffic along Woodville Road, Melton Road and Goldsmith Road, as an alternative route to bypass the High Street, by placing a filter on Woodville Road. • The Red cell is accessed via the west only (the High Street). 	

Option	Kings Heath Option C
Cell colour	Blue
Internal roads	Woodville Road (south end) Heathfield Road Melton Road (north end) Institute Road (west end) Goldsmith Road Drayton Road Addison Road (west end)
Distributor roads	High Street
Modal filters	<ul style="list-style-type: none"> • Woodville Road, south of Poplar Road <ul style="list-style-type: none"> ○ Prevents north-south traffic along Woodville Road, Melton Road and Goldsmith Road, as an alternative route to bypass the High Street ○ Located south of the medical centre, to maintain easier access to this from the High Street ○ Could be located at various locations along Woodville Road, Melton Road or Goldsmith Road to prevent the north-south traffic (Option D is on Goldsmith Road instead) • Melton Road, south of Springfield Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Heathfield Road, Springfield Road and Brook Lane, between the High Street and Wheelers Lane, or via Billesley Lane to Wake Green Road ○ Located on a short link between Springfield Road and Heathfield Road, so minimal reversing is needed to exit the affected road • Melton Road, diagonal filter at junction with Institute Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Institute Road, Springfield Road and Brook Lane, between the High Street and Wheelers Lane, or via Billesley Lane to Wake Green Road ○ Creates a loop with Institute Road for ease of access (no need to u-turn) • Bus gate on Addison Road, east of Goldsmith Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Addison Road, between the High Street and Wheelers Lane, for general traffic only ○ Maintains the through route for bus services ○ Needs to be east of Goldsmith Road otherwise the filter can be bypassed by using Drayton Road ○ Needs to be west of Melton Road otherwise the filter can be bypassed by using Melton Road, Institute Road and Springfield Road
Other design features	<ul style="list-style-type: none"> • A one-way loop along Heathfield Road, Melton Road and Institute Road is introduced to control the turning movements along the High Street. <ul style="list-style-type: none"> ○ All right turners for these roads from the High Street would be moved to the Heathfield Road junction (with York Road becoming pedestrianised this is no longer a crossroads) ○ This one-way loop will also help with space requirements for the diagonal filter at the Melton Road / Institute Road junction, but preliminary measurements of the junction suggest it is not a requirement on this side of the diagonal filter (Option D shows it without this one-way loop).
Overall design rationale	<ul style="list-style-type: none"> • Prevents east-west through traffic between the High Street and Wake Green Road, Yardley Wood Road and Wheelers Lane by placing modal filters Melton Road, Institute Road and Addison Road. • Prevents north-south traffic along Woodville Road, Melton Road and Goldsmith Road, as an alternative route to bypass the High Street, by placing a filter on Woodville Road. • The Blue cell is accessed via the west only (the High Street).

Option	Kings Heath Option C
Cell colour	Yellow
Internal roads	Mossfield Road Portman Road Bagnell Road Barn Lane
Distributor roads	High Street Wheelers Lane
Modal filters	<ul style="list-style-type: none"> • Portman Road, south of Addison Road <ul style="list-style-type: none"> ○ Prevents north-south through movement along Portman Road between Addison Road and Wheelers Lane ○ Prevents the use of Portman Road and Mossfield Road as a bypass around the Bus gate on Addison Road • Portman Road, north of Wheelers Lane <ul style="list-style-type: none"> ○ Prevents north-south through movement along Portman Road between Addison Road and Wheelers Lane ○ Needs to be south of Bagnell Road otherwise the filter can be bypassed by using Bagnell Road ○ Prevents the use of Portman Road and Mossfield Road as a bypass around the Alcester Road / Wheelers Lane signal junction • Barn Lane, south of Brook Lane <ul style="list-style-type: none"> ○ Prevents north-south through traffic between Springfield Road and Wheelers Lane. ○ Can be located anywhere along Barn Lane to change the distribution of dwellings accessed from either end.
Other design features	<ul style="list-style-type: none"> • A new crossing facility is proposed on Addison Road, to the west of Portman Road. The form of this crossing facility is not yet determined. <ul style="list-style-type: none"> ○ This crossing will link the neighbourhoods in the north and south sides of eastern Kings Heath by providing a route between Gaddesby Road and Portman Road. ○ It will also provide better access to Wheelers Lane Primary School and College. • A new crossing facility is proposed on Wheelers Lane, to the west Barn Lane. The form of this crossing facility is not yet determined. <ul style="list-style-type: none"> ○ This crossing will link the Kings Heath LTN to neighbouring areas to the south, improving the walking route to the Kings Heath area and to Wheelers Lane Primary School and College.
Overall design rationale	<ul style="list-style-type: none"> • Prevents north-south through movement along Portman Road between Addison Road and Wheelers Lane by placing two filters at either end of Portman Road. • Also prevents Mossfield Road being used as a bypass to get around the Mossfield Road bus gate, or as an alternative route to Wheelers Lane and Alcester Road. • There are three access points into the Yellow cell, so as long as filters are introduced on two of them the through movements are prevented. Option D has an alternative arrangement to the two filters. • Prevents north-south through traffic between Springfield Road and Wheelers Lane by placing a filter on Barn Lane. • Places the filter on the northern end of Barn Lane to have access to all dwellings on Barn Lane is from Wheelers Lane, instead of needing to loop around via Brook Lane. • Most of the Yellow cell is accessed via the west (Alcester Road), with Barn Lane accessed via the south (Wheelers Lane).

Option	Kings Heath Option D	
Cell colour	Purple	
Internal roads	Oxford Road (west end) Ascot Road Woodrough Drive School Road (north end) Paton Grove	Grove Avenue Cotton Lane Poulton Close Manor Park Close
Distributor roads	St. Marys Row Wake Green Road	
Modal filters	<ul style="list-style-type: none"> • Oxford Road, west of Billesley Lane <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Oxford Road, between St. Marys Row and Yardley Wood Road ○ Also prevents north-south traffic along Billesley Lane diverting to Oxford Road to travel to/from the west, instead of using Wake Green Road ○ Needs to be east of Cotton Lane otherwise the filter can be bypassed along Cotton Lane to Grove Avenue, School Road or Wake Green Road • School Road, north of Greenhill Road <ul style="list-style-type: none"> ○ Prevents north-south traffic along School Road, between Addison Road or Wheelers Lane and Wake Green Road ○ Needs to be south of Cotton Lane due to multiple alternative options for north-south traffic beyond this point ○ Needs to be north of Greenhill Road otherwise the filter can be bypassed along Prospect Road, Clarence Road and Greenhill Road 	
Other design features	<ul style="list-style-type: none"> • None 	
Overall design rationale	<ul style="list-style-type: none"> • Prevents east-west through traffic between Wake Green Road and Yardley Wood Road, and north-south through traffic between Wake Green Road and Wheelers Lane by placing modal filters on Oxford Road and School Road respectively. • The filters have been located to minimise the number of filters needed to prevent these two movements. If either were located the other side of Cotton Lane, this would open up routes to bypass the filters. • The School Road modal filter is already in place and has proved to be popular with residents, with residents constructing benches attached to the planters. It is therefore logical to keep this filter where it is. • The Purple cell is accessed via the north only (St. Marys Row and Wake Green Road). 	

Option	Kings Heath Option D
Cell colour	Orange
Internal roads	Billesley Lane (north end) St. Agnes Road Avon Drive St. Agnes Close Oxford Road (east end) Dyott Road Mulberry Drive
Distributor roads	Wake Green Road Yardley Wood Road
Modal filters	<ul style="list-style-type: none"> • Oxford Road, west of Billesley Lane <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Oxford Road, between St. Marys Row and Yardley Wood Road ○ Also prevents north-south traffic along Billesley Lane diverting to Oxford Road to travel to/from the west, instead of using Wake Green Road ○ Needs to be east of Cotton Lane otherwise the filter can be bypassed along Cotton Lane to Grove Avenue, School Road or Wake Green Road • Billesley Lane, diagonal filter at junction with Dyott Road <ul style="list-style-type: none"> ○ Prevents north-south through movement along Billesley Lane, between Wake Green Road and Wheelers Lane ○ Creates a loop with Dyott Road for ease of access (no need to u-turn). Unlike most other diagonal filters, a one-way system is not required to accommodate the space for the filter due to the available space at this junction
Other design features	<ul style="list-style-type: none"> • It is proposed to introduce a cycle route along Billesley Lane, between Oxford Road and Springfield Road. <ul style="list-style-type: none"> ○ This is proposed in this Option due to the reduced number of vehicles on Billesley Lane making this a safer route for cyclists ○ The form of the cycle facility is not yet determined, but it is estimated that the space taken by the central hatching on Billesley Lane can be reallocated to provide space for a cycle lane in at least one direction
Overall design rationale	<ul style="list-style-type: none"> • Prevents east-west through traffic between Wake Green Road and Yardley Wood Road by placing a modal filter on Oxford Road. • Prevents north-south through movement between Wake Green Road and Wheelers Lane by placing a modal filter on Billesley Lane. • A diagonal filter has been used to create a loop between Dyott Road and Billesley Lane, to remove the need to u-turn at modal filters. Due to the space available at this junction, a one-way loop is not necessary to accommodate the diagonal filter. • The reduced number of vehicles on Billesley Lane opens up opportunities to use this corridor as a cycle route. • The Orange cell is accessed via the north and east (Wake Green Road and Yardley Wood Road).

Option	Kings Heath Option D		
Cell colour	Green		
Internal roads	Billesley Lane (south end) Greenhill Road Ashdown Close Greenend Road Elmfield Crescent School Road (south end) Clarence Road Prospect Road	Ritchie Close Blenheim Road Northlands Road Cambridge Road Thorney Close Westlands Road Southlands Road Eastlands Road	Woodfield Road Bintown Croft Springfield Road Institute Road (east end) Melton Road (south end) Addesey Road Addison Road (east end) Brook Lane
Distributor roads	Coldbath Road Wheelers Lane		
Modal filters	<ul style="list-style-type: none"> • School Road, north of Greenhill Road <ul style="list-style-type: none"> ○ Prevents north-south traffic along School Road, between Addison Road or Wheelers Lane and Wake Green Road ○ Needs to be south of Cotton Lane due to multiple alternative options for north-south traffic beyond this point ○ Needs to be north of Greenhill Road otherwise the filter can be bypassed along Prospect Road, Clarence Road and Greenhill Road • Billesley Lane, diagonal filter at junction with Dyott Road <ul style="list-style-type: none"> ○ Prevents north-south through movement along Billesley Lane, between Wake Green Road and Wheelers Lane ○ Creates a loop with Dyott Road for ease of access (no need to u-turn). Unlike most other diagonal filters, a one-way system is not required to accommodate the space for the filter due to the available space at this junction • Valentine Road, diagonal filter at junction with School Road and Poplar Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Valentine Road, Springfield Road and Brook Lane, between the High Street and Wheelers Lane ○ Creates a loop with Poplar Road for ease of access (no need to u-turn), facilitating traffic to the school and supermarket • Ashfield Road, west of School Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Ashfield Road, between the High Street and Yardley Wood Road (via Greenhill Road and Dyott Road) ○ Also needed in addition to the Valentine Road filter to prevent use of Ashfield Road and School Road as a bypass around that filter ○ Needs to be east of Ashfield Avenue otherwise the filter can be bypassed by using Ashfield Avenue • Cambridge Road, east of Springfield Road <ul style="list-style-type: none"> ○ An internal filter, does not prevent any through traffic movements ○ Protects Cambridge Road as a walking route to Kings Heath Primary School ○ Provides space for a parklet outside the Church and nearby the school • Woodfield Road, east of Springfield Road <ul style="list-style-type: none"> ○ An internal filter, does not prevent any through traffic movements ○ Protects Woodfield Road from being used as an internal shortcut between Springfield Road and Billesley Lane • Melton Road, south of Springfield Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Heathfield Road, Springfield Road and Brook Lane, between the High Street and Wheelers Lane, or via Billesley Lane to Wake Green Road ○ Located on a short link between Springfield Road and Heathfield Road, so minimal reversing is needed to exit the affected road • Melton Road, diagonal filter at junction with Institute Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Institute Road, Springfield Road and Brook Lane, between the High Street and Wheelers Lane, or via Billesley Lane to Wake Green Road 		

Option	Kings Heath Option D
Cell colour	Green
	<ul style="list-style-type: none"> ○ Creates a loop with Institute Road for ease of access (no need to u-turn) ● Gaddesby Road, south of Springfield Road <ul style="list-style-type: none"> ○ An internal filter, does not prevent any through traffic movements ○ Protects Gaddesby Road from being used as an internal shortcut between Springfield Road and Addison Road ● Bus gate on Addison Road, east of Goldsmith Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Addison Road, between the High Street and Wheelers Lane, for general traffic only ○ Maintains the through route for bus services ○ Needs to be east of Goldsmith Road otherwise the filter can be bypassed by using Drayton Road ○ Needs to be west of Melton Road otherwise the filter can be bypassed by using Melton Road, Institute Road and Springfield Road ● Portman Road, south of Addison Road <ul style="list-style-type: none"> ○ Prevents north-south through movement along Portman Road between Addison Road and Wheelers Lane ○ Prevents the use of Portman Road and Mossfield Road as a bypass around the Bus gate on Addison Road ● Barn Lane, south of Brook Lane <ul style="list-style-type: none"> ○ Prevents north-south through traffic between Springfield Road and Wheelers Lane. ○ Can be located anywhere along Barn Lane to change the distribution of dwellings accessed from either end (Option D shows the filter north of Wheelers Lane).
Other design features	<ul style="list-style-type: none"> ● It is proposed to introduce a cycle route along Billesley Lane, between Oxford Road and Springfield Road. <ul style="list-style-type: none"> ○ This is proposed in this Option due to the reduced number of vehicles on Billesley Lane making this a safer route for cyclists ○ The form of the cycle facility is not yet determined, but it is estimated that the space taken by the central hatching on Billesley Lane can be reallocated to provide space for a cycle lane in at least one direction ● Several potential new crossing facilities are proposed on Springfield Road, to the north of Woodfield Road, north of Billesley Lane, south of Billesley Lane and north of Brook Lane. Not all of these crossings would necessarily be included in the final design and the form of these crossing facilities are not yet determined. <ul style="list-style-type: none"> ○ There are currently no controlled crossing facilities on Springfield Road, which creates a barrier for pedestrians accessing the High Street and the various other amenities and schools in the area. ● A new crossing facility is also proposed on Billesley Lane, to the south of Greenhill Road. The form of this crossing facility is not yet determined. <ul style="list-style-type: none"> ○ There are currently no controlled crossing facilities on Billesley Lane, which creates a barrier for pedestrians accessing the High Street and the various other amenities and schools in the area. ○ There is already a refuge island with dropped kerbs in this location, which could potentially be upgraded. ● A new crossing facility is also proposed on Addison Road, to the west of Portman Road. The form of this crossing facility is not yet determined. <ul style="list-style-type: none"> ○ This crossing will link the neighbourhoods in the north and south sides of eastern Kings Heath by providing a route between Gaddesby Road and Portman Road. ○ It will also provide better access to Wheelers Lane Primary School and College. ● A one-way loop along Melton Road and Institute Road is required to accommodate the space needed for a diagonal modal filter on the Melton Road / Institute Road junction.

Option	Kings Heath Option D
Cell colour	Green
	<ul style="list-style-type: none"> ○ These roads will feature a contraflow cycle route, the form of which is not yet determined. ○ Traffic calming can also potentially be introduced to control vehicle speeds, as speeds may otherwise increase with the wider one-way lane.
Overall design rationale	<ul style="list-style-type: none"> ● Prevents east-west through traffic between the High Street and Wake Green Road, Yardley Wood Road and Wheelers Lane by placing modal filters on Valentine Road, Ashfield Road, Melton Road, Institute Road and Addison Road. ● Prevents east-west through traffic between Wake Green Road and Yardley Wood Road by placing a modal filter on Oxford Road. ● Prevents north-south through movement between Wake Green Road and Wheelers Lane by placing modal filters on School Road and Billesley Lane. ● Prevents north-south through movement between Addison Road and Wheelers Lane by placing modal filters at either end of Portman Road, which also prevents Mossfield Road being used as a bypass to get around the Mossfield Road bus gate, or as an alternative route to Wheelers Lane and Alcester Road. ● Prevents north-south through traffic between Springfield Road and Wheelers Lane by placing a filter on Barn Lane. ● The filters have been located to minimise the number of filters needed to prevent through movements. ● Diagonal filters are where appropriate to create loop roads, to minimise the need to u-turn at modal filters. Some require one-way loops to accommodate the diagonal filters at junctions. ● The reduced number of vehicles on Billesley Lane opens up opportunities to use this corridor as a safer cycle route. ● Some internal filters are used to protect certain roads, to encourage their use as a walking route to school or to prevent their use as an internal short cut. ● The Green cell is accessed via the east only (Coldbath Road / Wheelers Lane).

Option	Kings Heath Option D	
Cell colour	Red	
Internal roads	Valentine Road Ashfield Road Ashfield Avenue The Woods Leasowes Road Poplar Road	Poplar Avenue Woodville Road Heathfield Road Melton Road (north end) Institute Road (west end) Goldsmith Road (north end)
Distributor roads	High Street	
Modal filters	<ul style="list-style-type: none"> • Valentine Road, diagonal filter at junction with School Road and Poplar Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Valentine Road, Springfield Road and Brook Lane, between the High Street and Wheelers Lane ○ Creates a loop with Poplar Road for ease of access (no need to u-turn), facilitating traffic to the school and supermarket • Ashfield Road, west of School Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Ashfield Road, between the High Street and Yardley Wood Road (via Greenhill Road and Dyott Road) ○ Also needed in addition to the Valentine Road filter to prevent use of Ashfield Road and School Road as a bypass around that filter ○ Needs to be east of Ashfield Avenue otherwise the filter can be bypassed by using Ashfield Avenue • Melton Road, south of Springfield Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Heathfield Road, Springfield Road and Brook Lane, between the High Street and Wheelers Lane, or via Billesley Lane to Wake Green Road ○ Located on a short link between Springfield Road and Heathfield Road, so minimal reversing is needed to exit the affected road • Melton Road, diagonal filter at junction with Institute Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Institute Road, Springfield Road and Brook Lane, between the High Street and Wheelers Lane, or via Billesley Lane to Wake Green Road ○ Creates a loop with Institute Road for ease of access (no need to u-turn) • Goldsmith Road, north of Drayton Road <ul style="list-style-type: none"> ○ Prevents north-south traffic along Woodville Road, Melton Road and Goldsmith Road, as an alternative route to bypass the High Street ○ Could be located at various locations along Woodville Road, Melton Road or Goldsmith Road to prevent the north-south traffic (Option C is on Woodville Road instead) 	
Other design features	<ul style="list-style-type: none"> • A one-way loop along Valentine Road and Poplar Road is required to accommodate the space needed for a diagonal modal filter on the Valentine Road / Poplar Road junction. <ul style="list-style-type: none"> ○ The one-way loop is from Poplar Road to Valentine Road so school children do not need to cross the road when being picked up or dropped off (car door is adjacent to the school instead of on the opposite side of the road) ○ However, this means that right turners from the south (northbound on the High Street) turn at the Poplar Road junction, which is in a complex location in the middle of the High Street with a bus stop in the middle of the junction. ○ These roads will feature a contraflow cycle route, the form of which is not yet determined. • A new crossing facility is also proposed on Valentine Road, to the north of Poplar Road. The form of this crossing facility is not yet determined. <ul style="list-style-type: none"> ○ This will provide a safer access to the school. • Unlike in Option C, a one-way loop along Heathfield Road, Melton Road and Institute Road is not introduced. Preliminary measurements of the Melton Road / 	

Option	Kings Heath Option D
Cell colour	Red
	Institute Road junction suggest it is not a requirement on this side of the diagonal filter.
Overall design rationale	<ul style="list-style-type: none"> • Prevents east-west through traffic between the High Street and Wake Green Road, Yardley Wood Road and Wheelers Lane by placing model filters on Valentine Road and Ashfield Road. <ul style="list-style-type: none"> ○ Two-way access is maintained on Valentine Road for Ashfield Road from the High Street, with a one-way loop from Poplar Road. • Prevents north-south traffic along Woodville Road, Melton Road and Goldsmith Road, as an alternative route to bypass the High Street, by placing a filter on Goldsmith Road. • The Red cell is accessed via the west only (the High Street).

Option	Kings Heath Option D
Cell colour	Blue
Internal roads	Goldsmith Road (south end) Drayton Road Addison Road (west end)
Distributor roads	High Street
Modal filters	<ul style="list-style-type: none"> • Goldsmith Road, north of Drayton Road <ul style="list-style-type: none"> ○ Prevents north-south traffic along Woodville Road, Melton Road and Goldsmith Road, as an alternative route to bypass the High Street ○ Could be located at various locations along Woodville Road, Melton Road or Goldsmith Road to prevent the north-south traffic (Option C is on Woodville Road instead) • Bus gate on Addison Road, east of Goldsmith Road <ul style="list-style-type: none"> ○ Prevents east-west through traffic along Addison Road, between the High Street and Wheelers Lane, for general traffic only ○ Maintains the through route for bus services ○ Needs to be east of Goldsmith Road otherwise the filter can be bypassed by using Drayton Road ○ Needs to be west of Melton Road otherwise the filter can be bypassed by using Melton Road, Institute Road and Springfield Road
Other design features	<ul style="list-style-type: none"> • None
Overall design rationale	<ul style="list-style-type: none"> • Prevents east-west through traffic between the High Street and Wake Green Road, Yardley Wood Road and Wheelers Lane by placing model filters Melton Road, Institute Road and Addison Road. • Prevents north-south traffic along Woodville Road, Melton Road and Goldsmith Road, as an alternative route to bypass the High Street, by placing a filter on Goldsmith Road. • The Blue cell is accessed via the west only (the High Street).

Option	Kings Heath Option D
Cell colour	Yellow
Internal roads	Mossfield Road Portman Road Bagnell Road
Distributor roads	High Street Whealers Lane
Modal filters	<ul style="list-style-type: none"> • Portman Road, south of Addison Road <ul style="list-style-type: none"> ○ Prevents north-south through movement along Portman Road between Addison Road and Wheelers Lane • Mossfield Road, west of Bagnell Road <ul style="list-style-type: none"> ○ Prevents the use of Portman Road and Mossfield Road as a bypass around the Alcester Road / Wheelers Lane signal junction ○ Needs to be west of Bagness Road otherwise the filter can be bypassed by using Bagnell Road
Other design features	<ul style="list-style-type: none"> • A new crossing facility is proposed on Addison Road, to the west of Portman Road. The form of this crossing facility is not yet determined. <ul style="list-style-type: none"> ○ This crossing will link the neighbourhoods in the north and south sides of eastern Kings Heath by providing a route between Gaddesby Road and Portman Road. ○ It will also provide better access to Wheelers Lane Primary School and College. • A new crossing facility is proposed on Wheelers Lane, to the west Barn Lane. The form of this crossing facility is not yet determined. <ul style="list-style-type: none"> ○ This crossing will link the Kings Heath LTN to neighbouring areas to the south, improving the walking route to the Kings Heath area and to Wheelers Lane Primary School and College.
Overall design rationale	<ul style="list-style-type: none"> • Prevents north-south through movement along Portman Road between Addison Road and Wheelers Lane by placing a filter on Portman Road. • Also prevents Mossfield Road being used as an alternative route to Wheelers Lane and Alcester Road by placing a filter on Mossfield Road • There are three access points into the Yellow cell, so as long as filters are introduced on two of them the through movements are prevented. Option C has an alternative arrangement to the two filters. • The Yellow cell is accessed via the south only (Whealers Lane).