

MOOR STREET GATEWAY

Have your say on plans to transform the area between New Street Station, Moor Street Station and the new HS2 Curzon Street Station.



Consultation closes on
Friday 15 November 2024

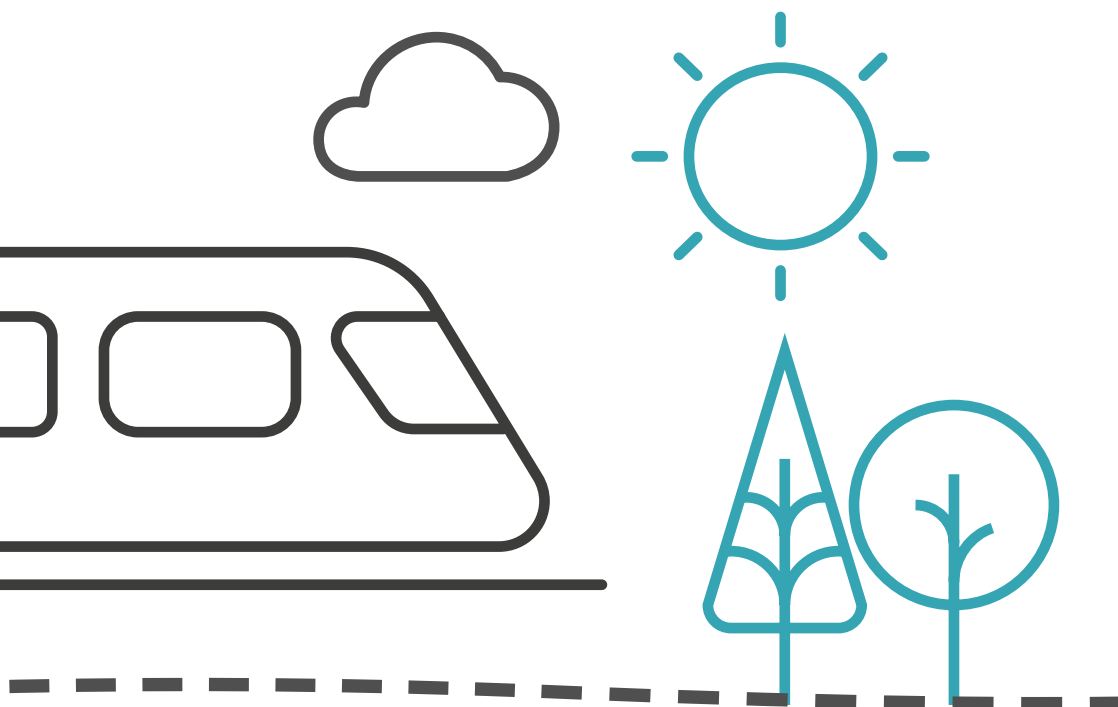


MOOR STREET GATEWAY

Moor Street Gateway will create a new entrance and welcome into Birmingham for the city's residents and visitors and link the existing New Street and Moor Street stations with the new Curzon Street Station (for HS2). The project will create clearer routes for people walking, wheeling* and cycling, improve spaces to catch bus and Metro services, and add plants and trees to the area.

The arrival of HS2 will be an exciting addition to this part of Birmingham and we aim to create a 'One Station' identity where travellers can easily change between national and local rail services and access local bus and Metro services.

*By wheeling we mean people travelling using wheelchairs and other wheeled aids, such as mobility scooters, as well as scooters, pushchairs or prams.



OUR VISION

The scheme will create a new gateway to the city from HS2 Curzon Street, Moor Street and New Street stations, providing wider dedicated areas for safe walking, wheeling and cycling, and a place where people can interact and enjoy an enhanced green space in the heart of the city.

The aim of the 'One Station' identity is that the three stations feel like one, so changing trains in Birmingham city centre is smooth and easy for both visitors and regular travellers. To support this, the tunnel connection between New Street and Moor Street stations will be transformed with lighting, public art, improved acoustics (sound) and a better layout.

These enhancements to the transport environment align with the Birmingham Transport Plan's vision for a sustainable, green, inclusive, go-anywhere network. They will also maximise the regeneration potential of the area by ensuring the successful integration of HS2 Curzon Street station into the heart of the city centre and create links with nearby new and existing developments, including Eastside City Park, Smithfield, Birmingham Knowledge Quarter and Digbeth.



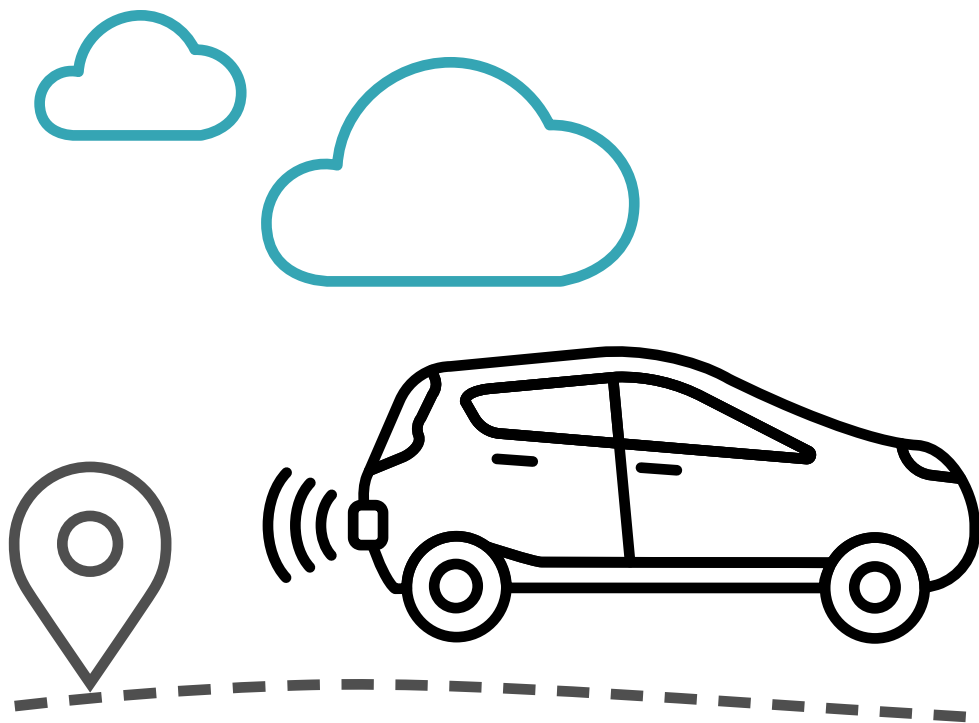
UNDERSTANDING THE ISSUES

As one of the city's main public transport interchanges and an area with significant pedestrian movements, Moor Street Queensway doesn't currently prioritise people walking, wheeling and cycling.

The arrival of HS2 will bring more people into the space resulting in more congested footways and possible conflict between pedestrians, cycles and bus movements.

The connection between New Street, Moor Street and Curzon Street stations through the tunnel is an unattractive and unwelcoming space.

The current layout doesn't provide any significant greenery, nor is there a safe cycling link between the A34 and A38 blue cycle routes.



AIMS

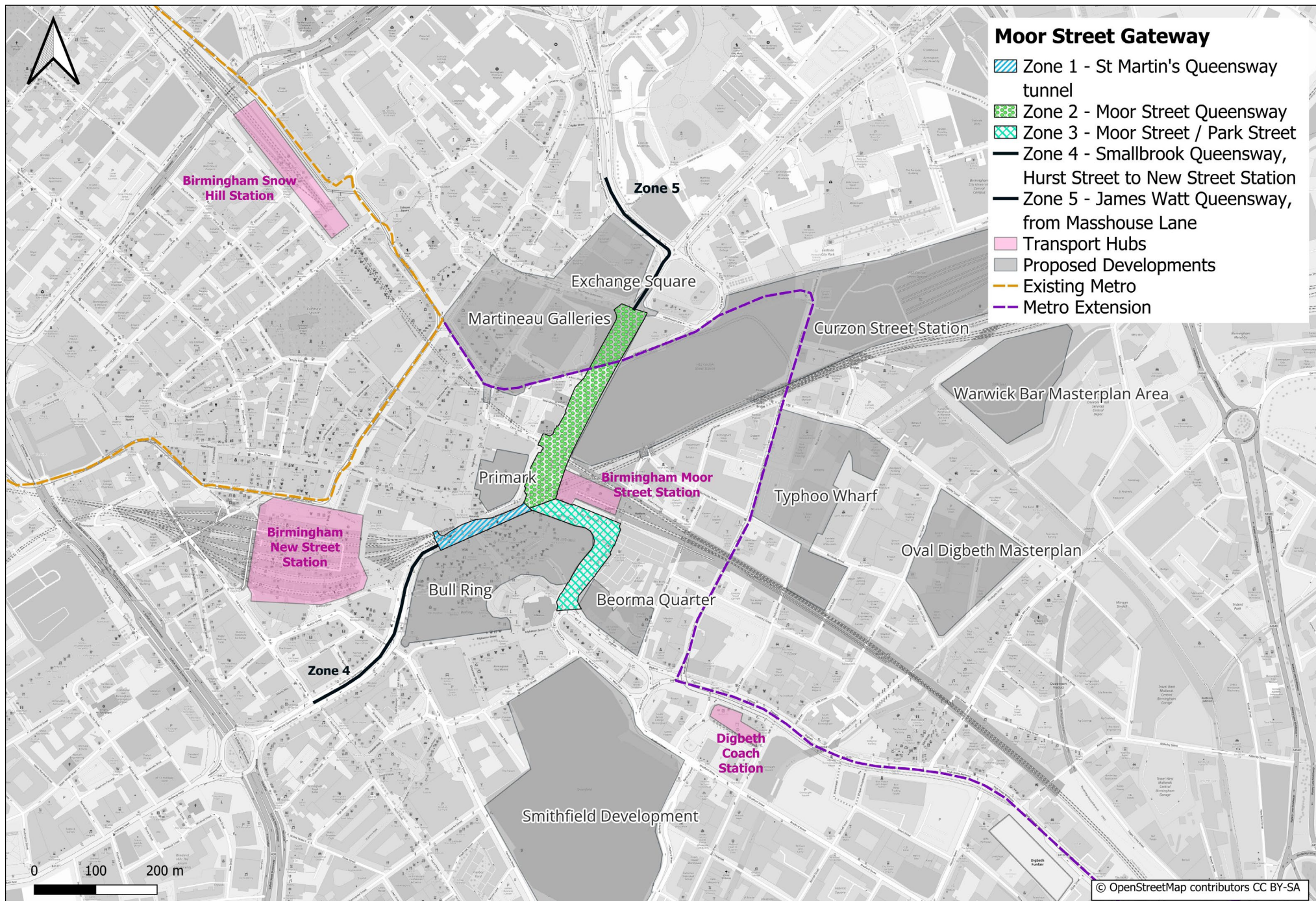


1. Create a recognisable 'One Station' identity, an inclusive place which is safe, bright and attractive to travel through and spend time in.
2. Provide a welcoming arrival into Birmingham as a City of Nature, with enhanced trees, plants and other greenery.
3. Improve signs, information and connections so people can navigate the area more easily.
4. Widen footways to enhance walking and wheeling routes, remove unnecessary barriers to movement and improve connections between stations.
5. Deliver a safe cycle connection through the city centre between the existing cycle routes.
6. Improve the bus passenger experience when arriving and waiting for services.
7. Maintain bus services and service vehicle access.

NEXT STEPS

Following this consultation, we will review the feedback provided and consider this as we develop the design and business case for the scheme.







ZONE 1: ST MARTIN'S QUEENSWAY TUNNEL.



Artist's impression: St Martin's Queensway tunnel connection

PROPOSED IMPROVEMENTS IN ZONE 1:

- Measures to reduce anti-social behaviour such as,
 - Acoustic treatment on the ceiling to reduce the noise from vehicles.
 - Potential for music to be played through integrated speakers.
 - Safer space with no 'hiding places'.
- Wider and more open footway with continuation of New Street station paving style.
- Upgraded lighting.
- Graphical designs on newly tiled walls.
- Shared road space for buses, taxis (black cabs) and cycles at the existing speed limit of 20mph.



ZONE 2: MOOR STREET QUEENSWAY

PROPOSED IMPROVEMENTS IN ZONE 2:

- Segregated cycle lanes.
- Cycle hub with cycle parking stands, publicly accessible bikes (West Midlands Cycle Hire) and proposals for a water refill station.
- Wider footways with an improved surface, seating, trees and plants.
- Raised pedestrian crossings for pedestrians at key locations.
- Single crossing point in each direction at St Martin's Queensway, Moor Street Queensway and Moor Street.
- Reconfigured bus stops to make it easier to change between bus services and improve the passenger waiting environment.
- Signs to help people find their way.



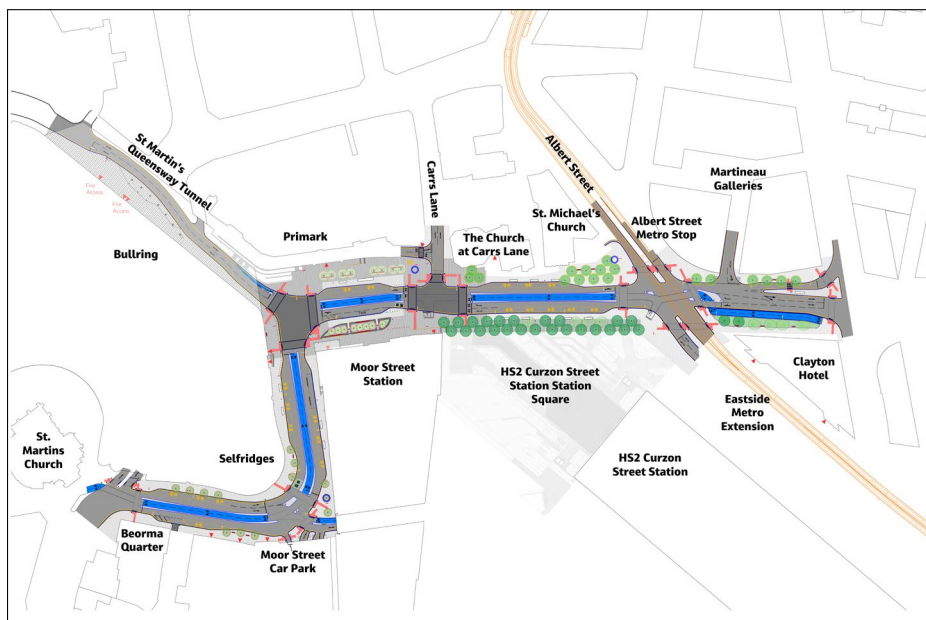
Artist's impression: Moor St Queensway and exit from HS2 Curzon Street Station



Artist's impression: Moor St Queensway/Albert Street junction



ZONE 3: MOOR STREET AND PARK STREET



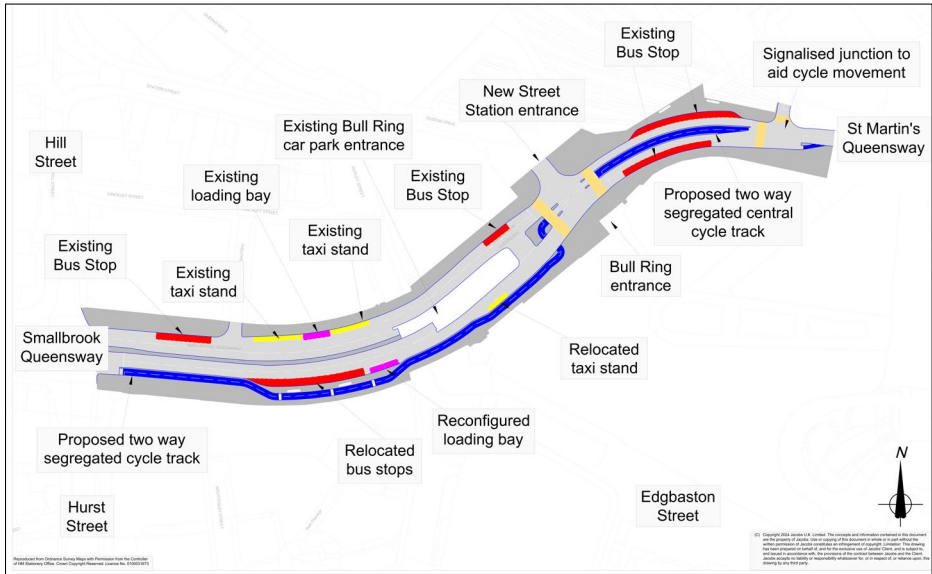
Moor Street and Park Street plan

PROPOSED IMPROVEMENTS IN ZONE 3:

- Segregated cycle lanes.
- Cycle parking stands.
- Wider footways and controlled crossings.
- Improvements to existing footway surface.
- Reconfigured bus stops to make it easier to change between bus services and improve the passenger waiting environment.
- Signs to help people find their way.



ZONE 4: SMALLBROOK QUEENSWAY



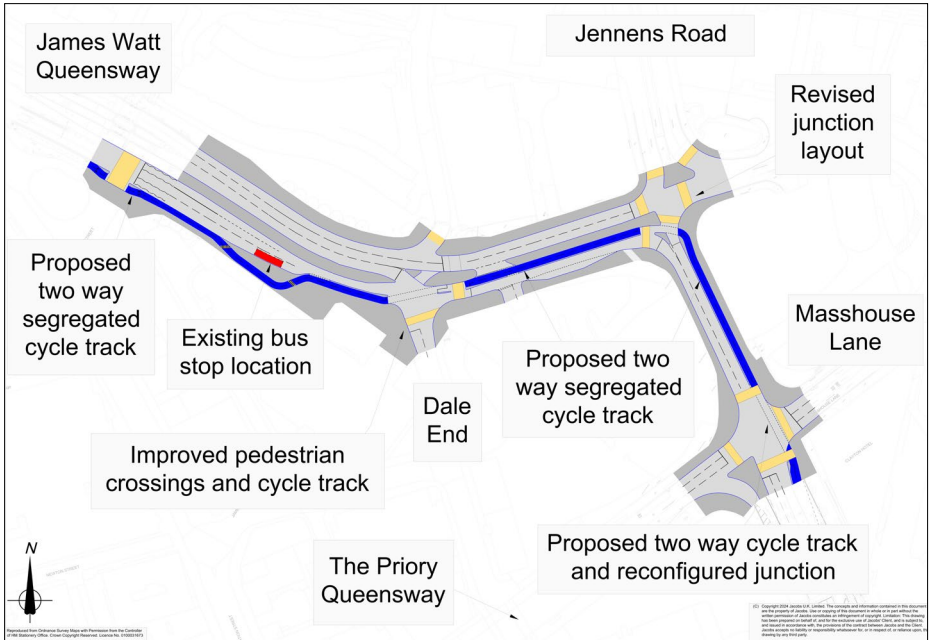
Smallbrook Queensway plan

PROPOSED IMPROVEMENTS IN ZONE 4:

- Traffic signals at Worcester Street to improve pedestrian crossing and provide transition from the tunnel to new central cycle track on Smallbrook Queensway.
- Two-way segregated cycle route along Smallbrook Queensway linking Hurst Street and Hill Street routes to New Street station and the wider cycle provision.
- Improvements to pedestrian crossings between Bullring and New Street Station.



ZONE 5: JAMES WATT QUEENSWAY



James Watt Queensway plan

PROPOSED IMPROVEMENTS IN ZONE 5:

- Provision of two-way cycle route between Priory Queensway and A34 blue cycle route.
- Existing loading bay by Exchange Square to be retained.
- Improvements to Jennens Road/Moor Street Queensway junction.
- Improved pedestrian crossings at Dale End/James Watt Queensway junction.

HAVE YOUR SAY



You can view full details of the consultation, a plan of the proposed scheme and respond to an online questionnaire at:

www.birminghambeheard.org.uk/bcc/moorstgateway
or by scanning the QR code.

EVENTS

We will be holding two in person drop-in events where you can see the plans and talk to the project team, plus an online briefing session.

Venue	Location	Date	Time
Drop in event	The Church at Carrs Lane, B4 7SX	Tue 22 Oct	Drop in between 9am and 12 noon
Online briefing	Teams live event https://rb.gy/8sjnm5 or scan the QR code	Wed 23 Oct	6pm to 7pm
Drop in event	The Church at Carrs Lane, B4 7SX	Wed 6 Nov	Drop in between 4pm and 7pm

If you are unable to access the internet, you can pick up paper copies of the plans and questionnaires at:

Venue	Opening Hours
Library of Birmingham, Centenary Square, B1 2ND	Monday - Tuesday: 11am – 7pm Wednesday - Saturday: 11am – 5pm Sunday: Closed
Council House reception, Victoria Square, B1 1BB	Monday - Friday: 9am – 5pm Saturday and Sunday: Closed

If you require more information, have any questions, or would like paper copies of the plans and questionnaire posted to you, please contact us at: **connected@birmingham.gov.uk**

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