

New Street – Moor Street Interchange

A proposal to improve interchange between train services at the various terminals by building a dedicated pedestrian walkway, separated from local road traffic

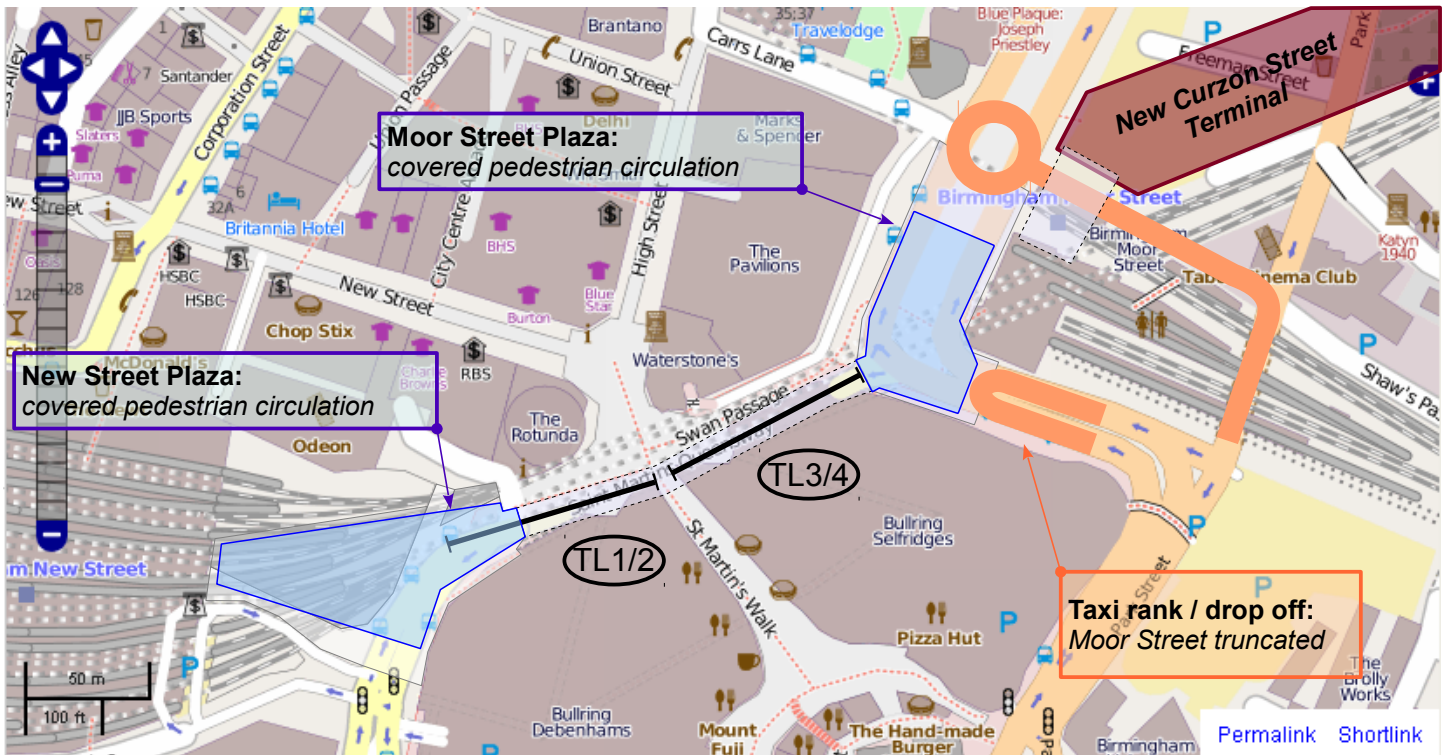
Summary

Close Moor Street to road traffic in front of MS station entrance to create pedestrian plaza, ideally at least partially covered, with direct access to shopping centres - traffic diverted via Park Street underbridge (clearance/capacity improved for buses etc) and new road link parallel with MS platforms between MS & new CS concourses (linked by pedestrian underpass).

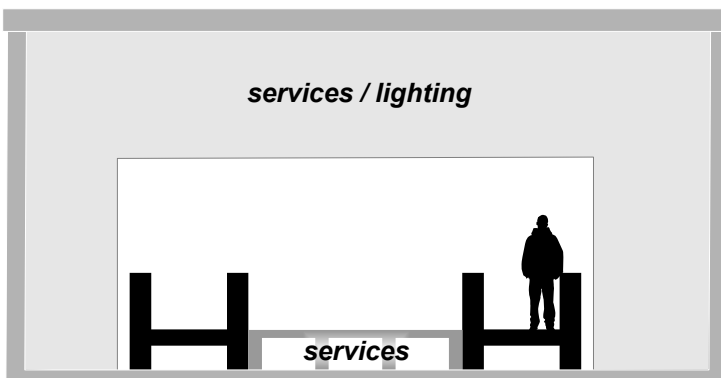
Close St Martin Queensway tunnel to road traffic and convert to pedestrian link between MS/CS and NS terminals, possibly incorporating travelators. I accept there are many significant issues involved in this including re-routing buses etc.

At NS station, creation of covered walkway between St Martin Queensway tunnel and station entrance, possibly as part of an expanded covered concourse built on a raft over the London end station throat area.

Result: A well integrated multi-terminal complex with pedestrian transfers accomplished under cover, without road crossings. .



map data from openstreetmap.org



TL1 TL2
Saint Martins Queensway Tunnel - Typical Cross Section

TL1/2 Travelators 1 & 2 : approx 90 m

TL3/4 Travelators 3 & 4 : approx 90 m

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