

## Response ID ANON-E5T9-1NS5-E

Submitted to **Moor Street Queensway Bus Gate**

Submitted on **2020-02-28 20:38:38**

### Introduction

**Are you responding to this consultation as an individual or on behalf of a business/organisation?**

On behalf of a business/organisation

### About your business/organisation

**What is the name of your business/organisation?**

**Group or organisation:**

Birmingham Friends of the Earth

**What is the postcode of your business/organisation?**

**Postcode:**

B5 5TH

**What is your name?**

**What is your name?:**

Martin Stride

**Please confirm you are authorised to respond on behalf of your group or organisation.**

I am authorised to respond on behalf of my group or organisation

### Moor Street Queensway bus gate

**What do you think of the proposal for a bus gate on Moor Street Queensway?**

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**Do you have any comments about the proposed scheme?:**

We strongly support the bus gate as the volume of private car traffic coming into the city centre needs to be restricted. This will reduce congestion on Moor Street and Park Street and improve the speed and reliability of bus journeys which hopefully will attract people out of their cars.

The reduced traffic should improve local air quality and create a more pleasant environment for pedestrians. It should also make Moor Street and Park Street safer and more attractive as a route for cyclists.

Overall we believe the scheme should help facilitate the necessary modal shift away from private car use to walking, cycling and public transport. This will help improve local air quality and contribute to cutting carbon emissions in line with City Council aspirations for the Road to Zero.

Private car and goods traffic which currently uses Moor Street and Park Street to access Digbeth and the Moor Street Car Park will be displaced to the Middleway, A38 and also side roads in Digbeth, particularly Allison Street, Bordesley Street and New Canal Street. We are concerned that this displacement could create heavy traffic on unsuitable side roads such as those mentioned which could become 'rat runs'. We believe that measures such as signage may be needed to direct drivers away from the side streets and onto more appropriate roads such as the Middleway.

We suggest that a new right turn facility is established near the corner of Selfridges to enable cars on the east bound carriageway of Park Street to turn into Moor Street Car Park. This would avoid cars having to drive around the block and so relieve pressure from Bordesley Street and Allison Street. This facility would be particularly useful if the car park under Selfridges is full so drivers could then proceed straight to a new right turn into Moor Street Car Park rather than having to double back. We would further suggest that the existing inbound (north bound) Moor Street bus lane is extended back towards St Martin's Church to prevent car park traffic blocking access to buses travelling up to Moor Street.

We are concerned that Shaws Passage could be used as a short cut from Allison Street to access the Moor Street entrance of the Moor Street Car Park. Shaws Passage is highly unsuitable for through traffic and we would suggest that its use as a through road is prevented by physical measures such as a modal filter.

Evidence from other schemes suggests that when permanent changes are made to restrict car access, 'traffic evaporation' occurs, with some trips switching from car to walking, cycling or public transport. We hope that this will be the case here rather than car traffic just transferring to alternative roads.

### About the consultation

**Do you feel that the information provided has enabled you to make an informed comment on the proposals?**

No

**What additional information would have helped you to comment on the proposals?**

**Other comments:**

There was insufficient information given on how much traffic is predicted to transfer to side roads in Digbeth such as Allison Street and Bordesley Street. At a drop in session, the BCC officer told us that traffic is likely to increase on some side roads. However he could not say by how much because the results of the traffic modelling were uncertain owing to the large number of significant changes taking place in the area.

**About you**

**Which age group applies to you?**

**Age:**

Prefer not to say

**What is your gender?**

Prefer not to say

**Do you have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more?**

Prefer not to say

**What is your ethnic group?**

Not Answered

**Other White:**

Other ethnic group (please specify)

**Other Non White:**

Prefer not to say

**What is your sexual orientation?**

Prefer not to say

**What is your religion or belief?**

Prefer not to say

**Other religion:**