

Birmingham Moor Street to Bordesley Consultation Brochure

Consultation open | **6th July to 28th August 2026**





Who is the Midlands Rail Hub Alliance?

The Midlands Rail Hub Alliance is a partnership between AtkinsRéalis, Laing O’Rourke, Network Rail, Siemens Mobility and VolkerRail.

The Midlands Rail Hub Alliance (the Alliance) is working with Midlands Connect, the West Midlands Rail Executive, Network Rail and the Department for Transport to deliver the Birmingham Moor Street station to Bordesley rail network enhancements. The Alliance is conducting this consultation on these enhancements.

You can find out more about how else the Alliance is supporting the Midlands Rail Hub programme on page 28.



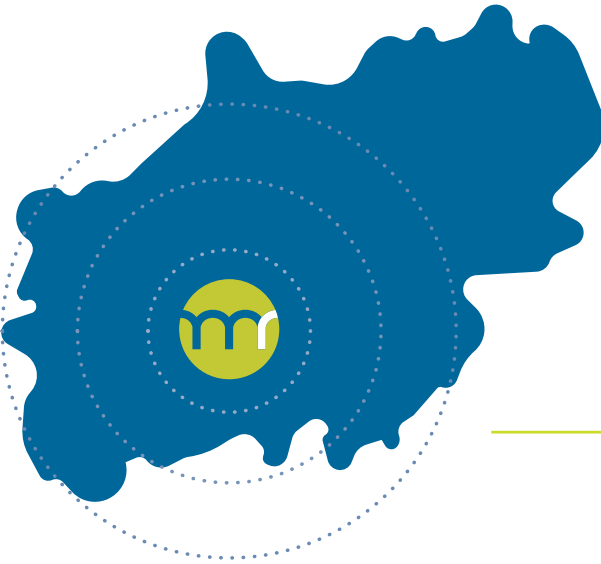
The images provided are not the final design. The scheme may look different when implemented.

About this brochure

This brochure shares our early proposals to enhance the rail network from Birmingham Moor Street station to Bordesley in central Birmingham.

These proposals form part of the Midlands Rail Hub, the region's biggest and most ambitious rail improvement scheme. The Midlands Rail Hub programme provides a blueprint for faster, better and more frequent connections across the Midlands.

Midlands Rail Hub will add up to 300 additional trains on the rail network per day into or out of Birmingham and provide faster, more frequent or new rail links for over 50 locations including: Nottingham, Leicester, Bromsgrove, Nuneaton, Worcester, Hereford and Cardiff.



New rail links for over
50
locations

Up to
300
additional trains per day

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Our consultation and how to have your say

To allow us to enhance the rail network from Birmingham Moor Street station to Bordesley, we will be submitting a Transport and Works Act Order (TWAO) application to the Secretary of State for Transport. As part of this process, we want to hear your feedback.

This is the first round of consultation ahead of our TWAO application. The consultation is open to everyone and will run from Monday 6th July to Friday 28th August 2026. Your feedback is important to us and will allow us to consider your views as we continue to develop our proposals.

We will be seeking feedback again on more refined proposals in 2027.

We would recommend that you read this brochure fully before submitting your feedback.

How you can submit your feedback

-  Complete the online feedback form on our project website at: www.mrhalliance.co.uk.
-  Fill out a paper copy of our feedback form and return it to a team member at one of our events, or via post using our pre-paid envelope.
-  Email your feedback to: engagement@mrhalliance.co.uk.

Where you can find our consultation documents

You can find our consultation documents on our project website at: www.mrhalliance.co.uk.

Paper copies of this brochure and our feedback form can also be requested by contacting: engagement@mrhalliance.co.uk.

GDPR
All responses received as part of this consultation will be anonymised, stored and handled by the Midlands Rail Hub Alliance in accordance with the requirements of the General Data Protection Regulations. Responses will be used solely for the purposes and duration in connection with the development of the design and securing any consent application, including the publication of the final consultation report, as may be required, for the Birmingham Moor Street station to Bordesley rail network enhancements.



Community events and how to take part

Come and meet the team, ask us questions and provide feedback at one of our face-to-face or virtual events below.

To register for our virtual event, please email engagement@mrhalliance.co.uk or visit our project website: www.mrhalliance.co.uk.

Face-to-face events	Date & time
The Old Library at Zellig, Gibb Street, Digbeth, Birmingham, B9 4AT	Saturday 11th July 11:00 – 16:00
The Saffron Centre, 256 Moseley Road, Birmingham, B12 0BS	Monday 13th July 16:00 – 20:00
Birmingham Repertory Theatre, 6 Centenary Square, Birmingham, B1 2EP	Friday 17th July 12:00 – 18:30
Virtual event	Date & time
Online webinar (hosted on Microsoft Teams)	Wednesday 15th July 12:00 – 13:00

About Midlands Rail Hub

Birmingham is one of the busiest and most congested parts of the UK’s rail network. The current rail infrastructure in and around central Birmingham doesn’t provide sufficient capacity to cater for the Midland’s growing economy.

To help address this issue, Midlands Connect, the West Midlands Rail Executive, Network Rail and the Department for Transport – along with key delivery partners, including the Midlands Rail Hub Alliance – are working together to deliver an ambitious rail improvement scheme, known as the Midlands Rail Hub.

Midlands Rail Hub will be delivered via a phased programme of enhancements.

This will enable vital new train services, which you can see in the diagram on the right. The additional trains per hour (tph) that will be enabled by Midlands Rail Hub are also indicated.

To find out more about Midlands Rail Hub, please visit www.networkrail.co.uk/our-work/our-routes/central/midlands-rail-hub/

Midlands Rail Hub will:

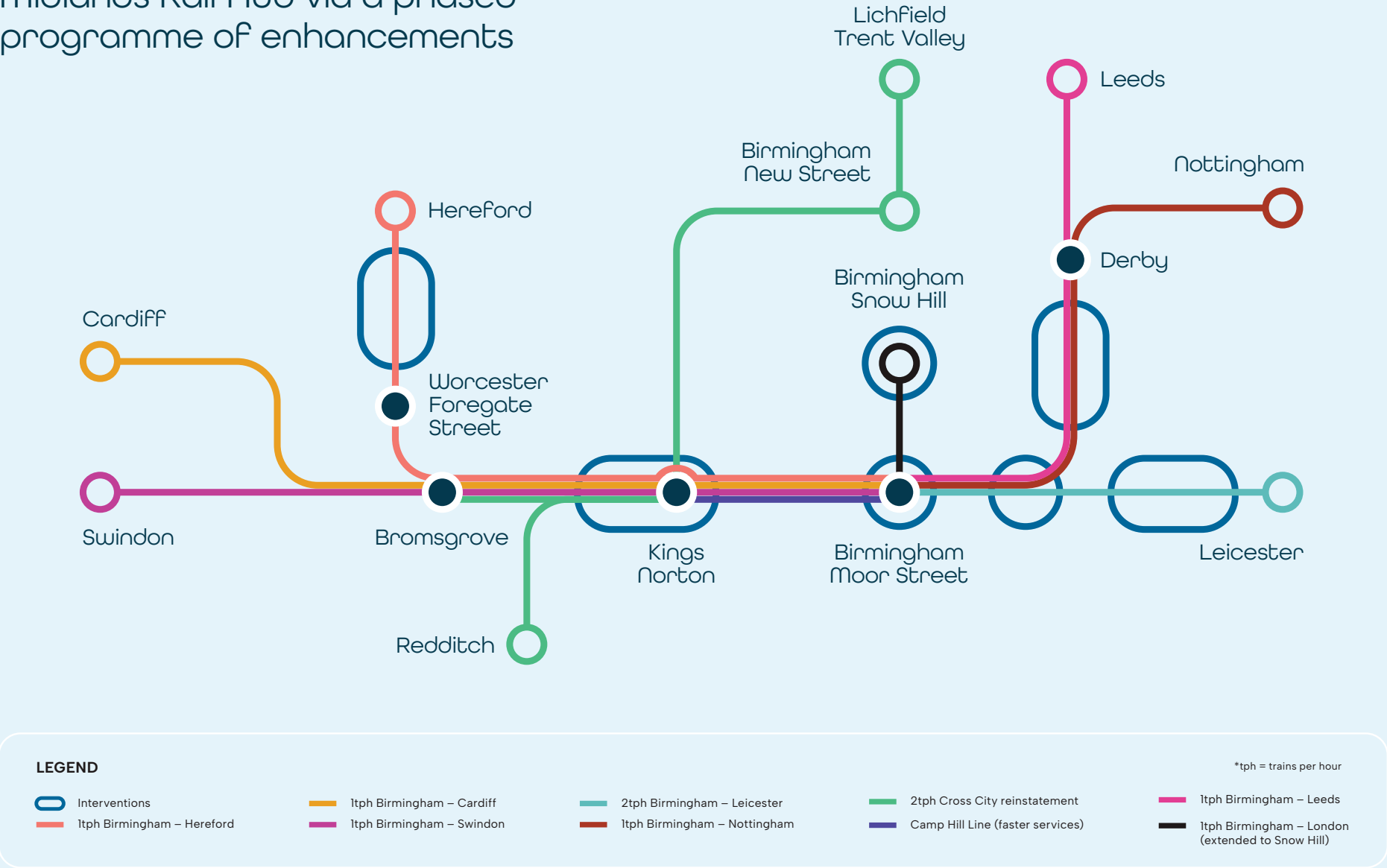
- Provide faster Birmingham city centre access
- Provide better connections between the East and West Midlands, and to the South West and South Wales
- Provide capacity for more passengers and extra train services
- Create job and apprenticeship opportunities
- Boost business productivity and improve access to the new development areas in Birmingham Eastside, Smithfield, Digbeth, the new Media Quarter and the newly established Birmingham East Mayoral Development Corporation area
- Support the delivery of new homes
- Improve social mobility
- Reduce delays and generate more reliable services for passengers across the Midlands and nationally
- Improve regional access to the new HS2 station at Curzon Street
- Support wider regeneration across the Midlands
- Generate economic growth across the region by supporting key growth corridors
- Allow capacity for future rail freight growth.

Complementary projects in the area

Midlands Rail Hub, along with projects such as HS2 Curzon Street station and the Metro Eastside and Sports Quarter extensions, is part of a wider programme of investment and regeneration in central Birmingham, designed to improve national and regional connectivity through Birmingham, Digbeth and the new Sports Quarter.

Working with Birmingham City Council, the West Midlands Rail Executive and other complementary projects in the area, we’ll also explore opportunities to enhance the public realm in the Moor Street and Bordesley areas of Birmingham.

New services to be delivered by Midlands Rail Hub via a phased programme of enhancements



As part of the 2025 Spending Review, the Chancellor committed to progress the next stage of Midlands Rail Hub including the services between Birmingham and Cardiff, Worcester and Swindon as well as the reinstatement of services on the Cross-City line.



What we're consulting on

Birmingham New Street station is the busiest station outside of London. However, it can't accommodate the extra services required to meet the needs of the region's growing economy. In fact, any attempts to increase the number of services to and from the station would likely have a negative effect on reliability and punctuality across the whole network.

And so, as part of the Midlands Rail Hub, we're developing proposals to enhance the rail network in the **Moor Street and Bordesley area** of central Birmingham. This is a key element of the programme as it will help to unlock the existing capacity constraints within the centre of Birmingham.

Our proposals include:

1. Construction of two new sections of railway track (known as chords) at Bordesley, an East Chord and a West Chord
2. Capacity enhancements at Birmingham Moor Street station
3. Widening of sections of the existing Bordesley viaduct.



The two new chords will link the Camp Hill route, which bypasses central Birmingham, with the Chiltern Main Line into Birmingham, allowing more trains to use Birmingham Moor Street station, reducing the level of congestion currently seen at Birmingham New Street.

The new chords and capacity enhancements aim to enable:

+4/hr

Four additional trains per hour towards the East Midlands, one of which will also serve the North East.

+2/hr

The reinstatement of two Cross City line trains per hour (meaning there would be six trains per hour in total).

+3/hr

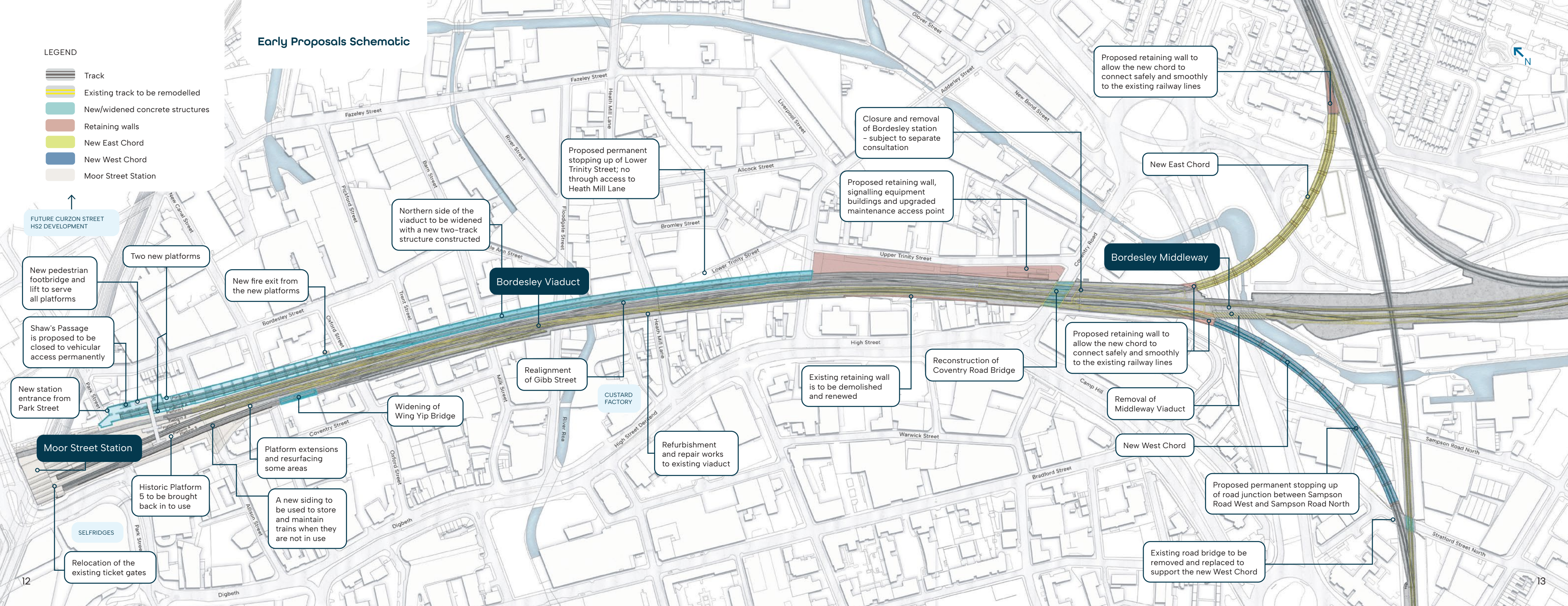
Three additional trains per hour to towns and cities south west of Birmingham.

We are seeking your views on our early proposals for the Birmingham Moor Street station to Bordesley rail network enhancements.

LEGEND

- Track
- Existing track to be remodelled
- New/widened concrete structures
- Retaining walls
- New East Chord
- New West Chord
- Moor Street Station

Early Proposals Schematic



FUTURE CURZON STREET
HS2 DEVELOPMENT

New pedestrian footbridge and lift to serve all platforms

Shaw's Passage is proposed to be closed to vehicular access permanently

New station entrance from Park Street

Moor Street Station

SELFRIDGES

Relocation of the existing ticket gates

Two new platforms

New fire exit from the new platforms

Historic Platform 5 to be brought back in to use

Platform extensions and resurfacing some areas

A new siding to be used to store and maintain trains when they are not in use

Widening of Wing Yip Bridge

Bordesley Viaduct

Realignment of Gibb Street

Proposed permanent stopping up of Lower Trinity Street; no through access to Heath Mill Lane

Northern side of the viaduct to be widened with a new two-track structure constructed

CUSTARD FACTORY

Refurbishment and repair works to existing viaduct

Existing retaining wall is to be demolished and renewed

Closure and removal of Bordesley station – subject to separate consultation

Proposed retaining wall, signalling equipment buildings and upgraded maintenance access point

Reconstruction of Coventry Road Bridge

Proposed retaining wall to allow the new chord to connect safely and smoothly to the existing railway lines

Bordesley Middleway

Removal of Middleway Viaduct

New West Chord

Existing road bridge to be removed and replaced to support the new West Chord

Proposed permanent stopping up of road junction between Sampson Road West and Sampson Road North

Proposed retaining wall to allow the new chord to connect safely and smoothly to the existing railway lines

New East Chord

Our early proposals

Birmingham Moor Street Station

Birmingham’s Moor Street station is a Grade II listed building, which first opened in 1909 as a Great Western Railway terminus built to ease congestion at nearby Snow Hill.

The original station closed in 1987 when a newer through-platform section of station opened nearby. A major restoration in the early 2000s revived the historic site, restoring its early-20th-century character, as well as reconnecting it with modern rail services.

Today, Birmingham Moor Street is one of the cities busiest and most cherished stations.

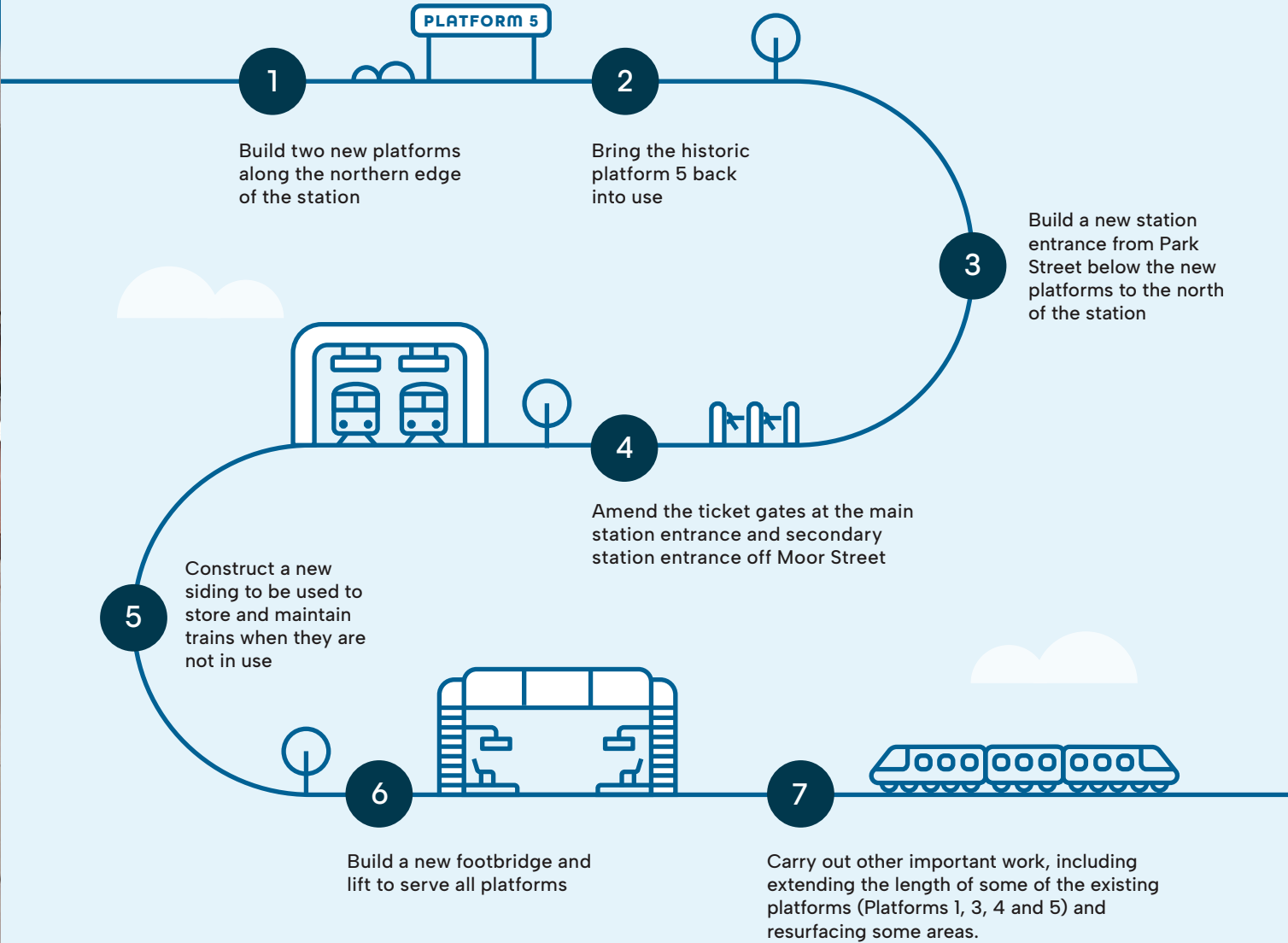
Moor Steet station has five platforms, though only four are currently in use. Platform 5, which retains original early 20th century features such as 1930s-style lamps and wooden benches, is not currently operational.



The historic Birmingham Moor Street Station first opened in

1909

To enable more trains to use Moor Street station and provide faster, more comfortable journeys, we propose to:



1 East Chord

We are proposing a new East Chord between Bordesley and the Camp Hill Line. This will enable the optimisation of train services running to and from New Street station and Moor Street station, offering performance benefits, including greater punctuality. This could also mean, with the delivery of additional infrastructure and funding, additional train services could run from Birmingham to the East Midlands, including Derby, Leicester and Nottingham, and North East, including Leeds and Sheffield.

To build the East Chord, we'll need to build new reinforced concrete retaining walls* to allow the new chord to connect safely and smoothly to the existing railway lines.

*A retaining wall is a structural system designed to stop soil from sliding away. It will help keep the tracks safe by holding the ground in place, especially given the tracks will be elevated.

2 West Chord

We are proposing a new West Chord between Bordesley and the Camp Hill Line. This would allow access to Birmingham Moor Street station from the South West and Wales, enabling extra hourly trains to operate from Birmingham Moor Street to Worcester / Hereford, Swindon and Cardiff.

As with the East Chord, we will need to build new reinforced concrete retaining walls to allow the new chord to connect safely and smoothly to the existing railway lines.

3 Bordesley Station

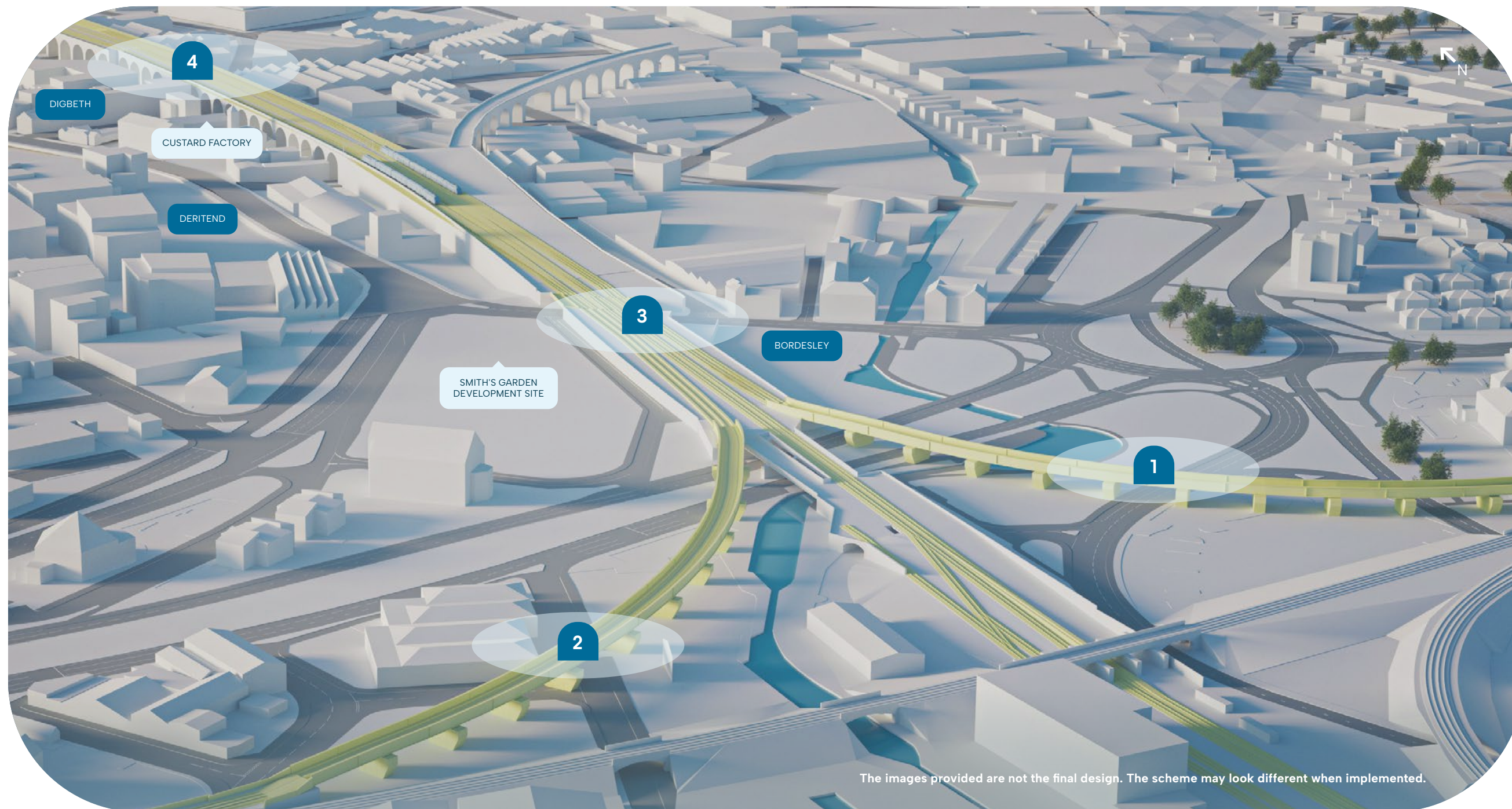
Bordesley station is located at the point where the East Chord and West Chord will join the Chiltern Main Line, and therefore it's not possible to keep it open. It will be closed and removed.

In spring 2026, the Department for Transport ran a separate consultation on Network Rail's proposal to permanently close Bordesley station. More information can be found here: www.gov.uk/government/consultations/bordesley-railway-station-closure.

4 Bordesley viaduct widening

The Bordesley viaduct carries rail lines over a low-lying industrial area of Birmingham, including the River Rea.

Our proposals for the viaduct include widening the northern deck of the viaduct to allow two new tracks extending from the East Chord into the new platforms at Birmingham Moor Street station.



The images provided are not the final design. The scheme may look different when implemented.

Consideration of other options

The proposals we're sharing with you have been developed via a robust options development and appraisal process.

During this process we investigated the infrastructure changes that would be needed to help to unlock the existing capacity constraints within the centre of Birmingham and to enable more trains to use Moor Street station.

Alternative proposals we explored and have not taken forward included:

1. Maintaining the existing width of Bordesley viaduct with four tracks and a reduced number of new platforms at Moor Street station
2. Extending track loops (a section of track where trains can wait) to ease congestion

3. Providing five tracks while maintaining the existing width of Bordesley viaduct.

PLATFORM 5

The alternative proposals we explored (below) have not been taken forward as they couldn't provide the capacity and accommodate the extra services required to meet the needs of the region's growing economy. The proposals we are consulting on do provide this capacity.

Other railway works

To support any future change of train services, we will be undertaking other trackside works, such as changes to the track, new railway equipment and modifications to access points on to the railway.

Diversity, accessibility and inclusion

We have a duty to identify and assess the impacts of our proposals on people with protected characteristics, including persons of reduced mobility. To do this, we will carry out an Equality Impact Assessment (EqIA) as we develop our designs, and we will be engaging with Network Rail's Built Environment Accessibility Panel (BEAP).



Consenting approach

Network Rail can carry out much of the work required to enhance the rail network from Birmingham Moor Street station to Bordesley on its own land. This includes track and signalling work.

However, we will need to submit a Transport and Works Act Order (TWAO) application to the Secretary of State for Transport to seek consent to deliver some elements of our proposals, including:

- The proposed works to Birmingham Moor Street station
- The widening of the Bordesley viaduct
- The construction of the Bordesley East and West Chords.

The TWAO will provide Network Rail with the necessary powers required for construction, operation and maintenance of the railway infrastructure and for the compulsory acquisition of any land needed to facilitate the works.

These powers will include, but are not limited to:

- Compulsory purchase of land and property which is required for the project
- The right to use land temporarily and to acquire any permanent rights for the ongoing management and maintenance of the project
- Provision for temporary alternative routes and permanent diversions including powers to stop up or alter roads permanently and temporarily
- Powers for making byelaws and traffic regulation orders
- Powers to divert any utilities.

The TWAO will be accompanied by an application for planning permission for the works.

Some additional consents and approvals, such as listed building consent for works to Birmingham Moor Street station will be submitted at the same time as the TWAO application for determination by the Secretary of State for Transport.



Permanent and temporary land acquisition

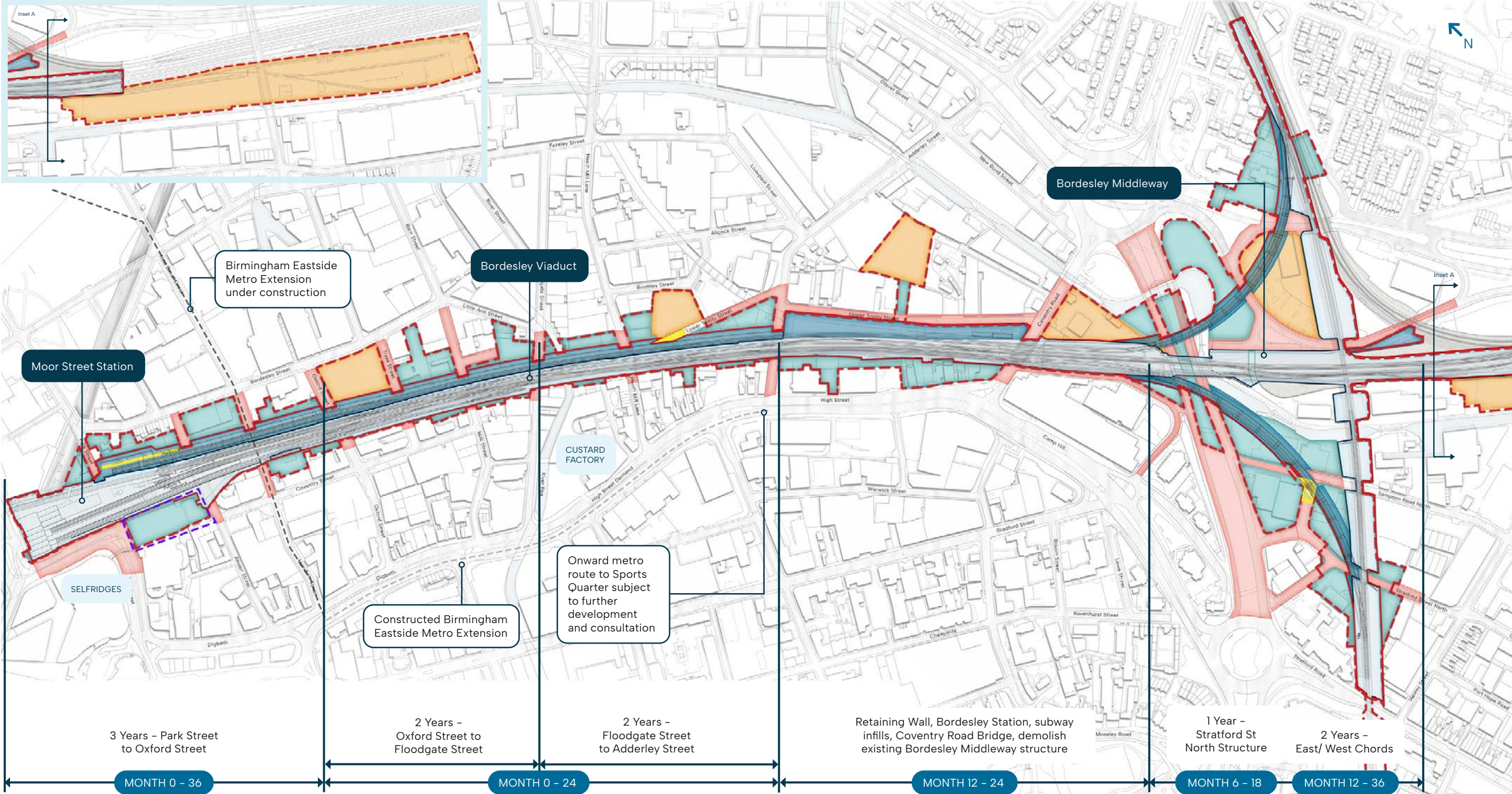
To deliver the Birmingham Moor Street station to Bordesley rail network enhancements, temporary and permanent land acquisition will be required. An indicative map of where we may need to acquire land, both temporarily and permanently, is provided below. This map is based on our early proposals and may change as proposals are developed.

The map also includes:

- Indicative temporary road closures and construction layout areas
- Indicative permanent road closures
- Indicative temporary construction compounds.

We will be working with those who may be affected, including landowners and tenants, as we develop our proposals. A land referencing exercise to identify persons and organisations that have a legal interest in land or property within the footprint of the project has taken place.

If you’ve received a letter from us to let you know that your land and / or property may ultimately be affected, we encourage you to contact us using the contact details provided at the start of this brochure. We understand that you may have questions, so we’ll put you in touch with the right specialist.



Indicative Land Acquisition Plan with indicative construction phasing

- LEGEND
- Indicative temporary construction compounds
 - Temporary access for construction only
 - Indicative permanent land required for new railway
 - Existing railway boundary
 - Indicative temporary worksite and access for construction (may require building demolition)
 - Indicative highway requiring temporary traffic management, to be phased
 - Indicative permanent land boundary
 - Indicative temporary land boundary
 - Indicative permanent road closure

Please note these durations are construction only durations and do not include any allowances for utility diversions and disconnections, land acquisition, demolition and any associated TWAO obligations.

Considerate, safe construction

We appreciate that construction can be disruptive, so we will carefully consider local communities as we develop our proposals, and work hard to reduce disturbance as far as possible as we undertake our works.

To construct the Birmingham Moor Street station to Bordesley rail network enhancements, temporary construction compounds will be needed to allow our teams to safely and efficiently deliver these transformative enhancements.

Temporary construction compounds will serve as bases for construction activities, equipment storage, and welfare facilities throughout the duration of the works.

Indicative temporary construction compounds are identified in the map on page 20–21.

The layouts and use of these temporary compounds will be carefully planned and managed to reduce their impact on the local community as far as possible, and we will make every effort to keep any noise or disturbance to a minimum.

Road, footpath and other closures

At times, construction activities may require temporary road, footpath and canal and towpath closures, as well as other potential impacts on highways (e.g., temporary diversions) and travel routes. Indicative temporary and permanent road closures and construction layout areas are identified in the map on page 20–21.

We will be working with Birmingham City Council as the local highway authority, and those that may be impacted, as we develop our proposals to ensure that the works are delivered as efficiently as possible whilst minimising the impact on road users, businesses and the general public.

Any temporary canal and towpath closures will be undertaken in consultation with the Canal and River Trust and at a time that minimises disruption to canal users.

Working with you

We understand the importance of keeping people and businesses informed throughout the project's development and are committed to sharing updates and listening to feedback. We want to ensure communities feel involved and heard as the project progresses.

Working with other local projects

To ensure the impact of construction works in the local area is minimised, we'll look to coordinate our works with other current and planned projects in the area such as HS2 Curzon Street Station and the Birmingham Eastside Metro Extension.

Access points

We will also need to access the rail network at various points for construction activities. We expect that most of the access points already exist, however there may be other, new access points that are needed.

New access points could be both permanent – to support the future maintenance of the rail network – and temporary, which will need to be created for use during the construction period.



The environment and sustainability

We want to ensure that we minimise the impact of our proposals on the environment as much as possible. To do this, as we continue to develop our proposals, we will follow the mitigation hierarchy of **avoid – minimise – mitigate – compensate**.

Our work so far and next steps

We are undertaking environmental surveys around the site to understand local wildlife, the heritage of Moor Street station and Digbeth, the existing noise environment, and the quality of our waterways. We will work closely with the Environment Agency, Natural England, Historic England, Canal and River Trust, and Birmingham City Council to explore how we could enhance habitats, safeguard heritage features and ensure high standards of environmental care.

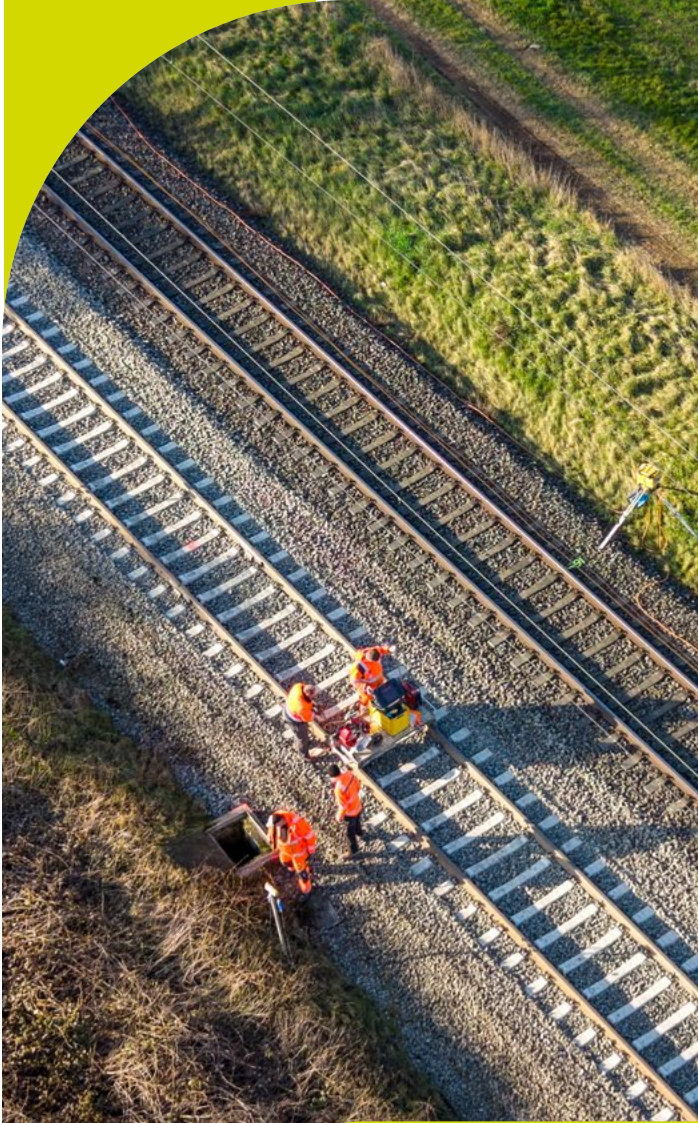
This work will inform an Environmental Impact Assessment, which will be submitted alongside our Transport and Works Act Order (TWAo) application.

Environmental Impact Assessment

An Environmental Impact Assessment is a well-established process that helps us understand environmental effects, reduce potential impacts and maximise benefits.

The assessment will consider the below key topics:

- Air quality
- Noise and vibration
- Land contamination
- Ecology
- Flood risk & water environment
- Landscape & visual amenity
- Climate & carbon
- Population & human health
- Traffic & transport
- Waste & materials
- Major accidents & disasters
- Cultural heritage
- Socioeconomics
- Cumulative effects.



You can find out more about these topics and how we are protecting the environment in our **Environment Report**, which is available on our website:

www.mrhalliance.co.uk

Sustainability

Sustainability is at the core of our approach, both during construction and with our long-term design of the enhancements.

Climate resilience and mitigation

The design of our proposals will consider the changing climate and extreme weather conditions, helping deliver a more reliable service during adverse weather. Carbon reduction will be a key focus, using low-carbon materials and high-performance rail assets where possible.



Circular economy practices

Construction will follow a reduce – reuse – recycle approach to minimise waste. Where feasible, materials will be reclaimed, recycled, or sourced from low-impact supply chains.



Long-term stewardship

Management plans will ensure that environmental and social benefits are maintained throughout the lifecycle of the development, supported by transparent monitoring and reporting.



Rolling Stock

Work is ongoing to agree the type of trains to be used to operate the additional Midlands Rail Hub services, including how they will be powered, and a final decision has not yet been made on this.

The design of these proposals will maintain the ability to accommodate adjustments required in future to operate zero carbon rolling stock on both the existing railway being altered and the proposed chords, to meet the Government's environmental commitments.

76%

Each parcel or person moved by rail instead of by diesel/petrol vehicle creates 76% less CO2.*

*Source: Midlands Connect

Respecting our heritage

We understand how important local heritage is. We will work closely with key stakeholders, including Historic England and Birmingham City Council, to make sure that the design of our proposals recognises and is respectful of the local historic identity, as well as providing significant improvements to local and regional rail travel.

As we develop our proposals, we will ensure they are:

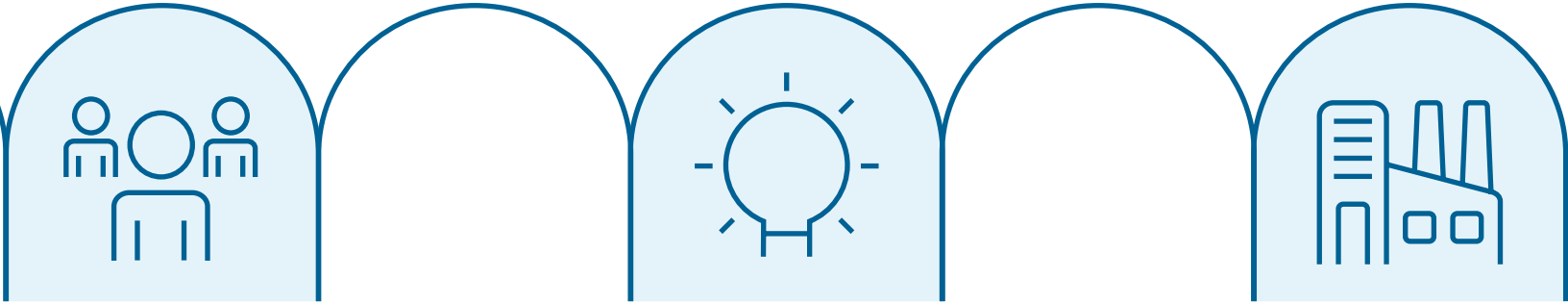
- Underpinned by a specific understanding of Birmingham’s historic environment and rooted in research
- Guided and informed by Birmingham’s local and nationally important heritage and how the city has changed and evolved over time
- Enhanced through thorough engagement and collaboration with relevant heritage professionals, stakeholders and communities to ensure we best manage Birmingham’s heritage needs, and retain where possible, the unique character of Birmingham’s historic city centre.

Listed Building Consent
Based on our early proposals, listed building consent is expected to be required for the works to Birmingham Moor Street station. We will submit listed building consent applications at the same time as the TWAO application.



Supporting local communities

We are committed to creating lasting, inclusive value for the area through focus on communities, developing future skills, and championing local suppliers to ensure the project delivers meaningful benefits for everyone.



Community focused

- Supporting local communities to ensure the project will deliver meaningful, long-lasting benefits for people across Birmingham and the wider region
- Prioritising inclusive growth so that people from all backgrounds can participate in and benefit from the project
- Strengthening local communities by creating opportunities that improve wellbeing, skills and access to services.

Skills for the future

- Building strong relationships with local educational and employment providers to inspire future talent and create inclusive career pathways that strengthen skills and opportunities across our region. This will include offering a comprehensive Apprenticeship Programme that provides a pathway to rewarding careers in engineering and other related technical and non-technical fields for local people.

Championing local suppliers

- Harnessing inclusive, progressive procurement approaches that boost the local supply chain, drive innovation and ensure the Midlands Rail Hub becomes a catalyst for sustainable prosperity across the Midlands.

What else we're doing

In addition to delivering the Birmingham Moor Street station to Bordesley rail network enhancements, the Alliance is also supporting Midlands Connect, the West Midlands Rail Executive, Network Rail and the Department for Transport to deliver other key elements of the Midlands Rail Hub programme.

This includes the locations in the adjacent map.

These elements do not form part of this consultation and are subject to different consenting routes.

You can find out more about the Alliance and our other work on our project website: www.mrhalliance.co.uk.

Supporting key elements across Birmingham

1

Birmingham Snow Hill

We will be making improvements, including platform enhancements (such as reinstating platform 4) and providing facilities for staff.

2

Kings Norton Station

We will be making improvements, including platform enhancements (such as reinstating platforms 2 and 3 and extending platforms 1 and 4), providing a new accessible footbridge, rebuilding the walkway from the station building and providing a emergency refuge area.

3

Kings Norton to Barnt Green

We will be installing new and altered railway equipment and making alterations to access points on to the railway. All lines to be electrified between King's Norton and Barnt Green.

4

Barnt Green Station

We will be making improvements, including platform alterations (such as extending and partially rebuilding platform 4) and making track upgrades.



What happens next?



While we've been busy developing our proposals for the Birmingham Moor Street station to Bordesley rail network enhancements, there is still lots of work to do before construction can start.

Our first priority will be to analyse your feedback and use it to help refine our designs. The output of this analysis will be published on our website.

We will then consult with the public and stakeholders again on our refined proposals, prior to submitting a TWAO application.

A timeline for these steps can be seen above. However, it is normal for these timescales to evolve as the project is delivered. The timing of any public inquiry and TWAO application outcome is subject to a decision from the Secretary of State for Transport. Dates can only be assumed for now.



Connect with us

We hope you've found this information useful and would encourage you to share your feedback on our early proposals in any of the ways outlined in the first few pages of this brochure.

Stay up to date

You can find answers to frequently asked questions and stay up to date with the project by visiting our project website: www.mrhalliance.co.uk.

Get in touch with the team

Email us at: engagement@mrhalliance.co.uk.

You can also call Network Rail's 24-hour national helpline on [03457 11 41 41](tel:03457114141) for any comments or questions about the Midlands Rail Hub programme or any associated schemes.

Faster, better, and more
frequent connections
across the Midlands.



Designed and printed in Birmingham.

