

## Midlands Rail Hub

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### What is the Midlands Rail Hub?

The Midlands Rail Hub (MRH) is the flagship project of Midlands Engine Rail. MRH is not a single piece of infrastructure or new station but a comprehensive yet modest series of measures that will create space for more passenger trains and freight links on our railways, as well as boosting station capacity.

At the upcoming spending round (Autumn Statement or Comprehensive Spending Review) we are asking for £1.04 billion to progress this nationally significant project.

### Notable interventions include:

- The building of two new 'chords' or railway paths into Birmingham Moor Street station to create space for 20 more trains every hour
- Double tracking and better signalling to improve journey times between Midlands towns and cities
- New freight loops and passing places to create space for more freight
- The reinstatement of direct services between Coventry, Leicester and Nottingham, via a dive under at Nuneaton

### The Midlands Rail Hub will deliver:

- Delivering faster, more frequent or new rail links for 26 towns and cities including: Birmingham, Coventry, Worcester, Hereford, Nottingham, Leicester, Derby, Nuneaton, Tamworth and Loughborough
- Faster East – West connections across the Midlands
- Creating >12million more seats on the rail network each year
- New direct rail links between Coventry, Leicester and Nottingham
- Will safeguard and create 1,600 jobs in engineering and construction
- Creates space for >1million lorries' worth of cargo to be moved from our roads onto our railways each year. Each parcel or person moved by rail instead of by diesel/petrol vehicle creates over 70% less CO2
- Works could begin in 2024 and the scheme could be completed by 2030

### Why is the Midlands Rail Hub needed?

Based on pre-COVID estimates, rail usage is growing faster in the Midlands than anywhere else in the country, yet current infrastructure can't provide the capacity to meet the needs of a growing economy. Improved infrastructure is needed to keep up with demand, reduce overcrowding and encourage shift from road to rail. The current dip in rail usage caused by the Covid-19 pandemic will reverse as people begin to start using trains again for commuting and personal / business travel.

Growth in rail journeys  
over the past decade

West Midlands + 121%  
East Midlands + 37%

## What are the benefits of the Midlands Rail Hub?

### Notable service improvements include:

- 2 extra trains per hour between **Birmingham – Leicester** and a journey time reduction from 55 - 40 mins. This will also offer a service to **Loughborough and East Midlands Parkway** too.
- 2 extra trains per hour between **Birmingham – Derby** (journey time of 35 mins unchanged);
- 1 extra train per hour between **Birmingham – Nottingham**, and a journey time reduction from 72-60 mins;
- The reinstatement of direct services between **Coventry-Leicester**, with a journey time reduction from 57- 38 minutes;
- 1 extra train per hour between **Birmingham - Hereford**, with a journey time reduction from 85-70 mins;
- 2 extra trains per hour between **Birmingham - Nuneaton** cutting the journey by 5 minutes
- 2 extra commuter services per hour on the **Camp Hill Line** between Kings Norton-Birmingham Moor Street, via Hazelwell, Kings Heath & Moseley;
- 2 extra trains per hour between **Birmingham - Tamworth**
- 1 extra train per hour between **Birmingham -Worcester** cutting the journey by 8 minutes
- 36 extra freight paths a day, creating space to move 4,320 lorries' worth of goods from road to rail every day, worth £22 billion a year.

### Integration with HS2

By bringing dozens of new services a day into Birmingham Moor Street station, the Midlands Rail Hub will connect Herefordshire, Worcestershire, the South West and Wales to new high speed services at Curzon Street. The two stations will share a public square, with plans for a footbridge to connect them seamlessly.

The Midlands Rail Hub is integrated with an exciting vision to redevelop Birmingham Moor Street station, with plans for new platforms and a larger concourse to accommodate increases in passenger numbers.