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The Midlands and HS2

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Transport Times

Birmingham, 4th July

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House of Commons library HS2 briefing paper

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- If three 1,000-seat trains on a route from different origins carry 1,200, 900 and 600 people, the average load factor is indeed 90% but this does not mean there is usable spare capacity
- *Capacity cannot usefully be looked at in aggregate over a route: it must be looked at train by train*
- Undiscouraged, the report (p20) says capacity produced by HS2 is “arguably surplus to what is required to meet demand during the peak”.

Source: High Speed 2 business case, costs and spending
Published by the House of Commons Library, June 2019





Midlands Connectivity by Rail

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Source: Beyond HS2, 2018

Midlands Rail Hub: Moor-Curzon

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Bordesley Chords (2026-2033): Two new viaducts to link services from the South West and East Midlands in to Birmingham Moor Street station, including opening up extra platforms to provide extra fast services on those corridors, and link to HS2 at Curzon Street (estimated cost £900-£950 million) *source: Midlands Connect*

Hereford-London

Today (before HS2): 3h20

After HS2:

Hereford – Moor Street: 1h05
(Midlands Rail Engine plan) +

Say 6 minutes interchange
time Moor → Curzon

Curzon Street – Euston: 49min

So, tomorrow: 2h00 **saving**
1h20 or 40% quicker



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Hereford