High Speed Two (HS2) is the new high speed railway for Britain

It will be the backbone of our transport network, connecting eight out of ten of our largest cities.

HS2 is joining up Britain. Calling at over 25 stations, we’re making it easier to move between the North, the Midlands and the South, cutting many journeys by half. Birmingham is at the heart of the new high speed network, giving people more choice about where they live, work and play.

By taking long distance services off the existing rail network we’ll also free up room for more commuter services. This will help to relieve overcrowding on some of the most congested routes.

But HS2 is more than a railway. We’re bridging the north-south divide and opening up opportunities for millions of people. Birmingham is already benefitting from HS2, with more investment in the city, more new jobs being created and more new businesses set up than anywhere outside of London.

The West Midlands Combined Authority’s HS2 Growth Strategy has the potential to support 100,000 jobs in the region and add £14 billion to the local economy.
Curzon Street Station – the new station for Birmingham

HS2 Curzon Street Station will be the first brand new intercity terminus station built in Britain since the 19th century. The station will create a new local landmark and support the regeneration of the city.

In autumn 2018, we asked for your views on the design of the station. We held 15 events with over 1,750 attendees, and invited people to share their views by completing a survey. This included feedback on key design themes, such as accessibility, customer experience and the use of public spaces. We've considered your feedback as we've finalised the design of the station. This year, we'll submit planning applications for the station design to Birmingham City Council, as required by the High Speed Rail Act (London – West Midlands) 2017.

Key facts:

- Once Phase Two of the Project is finished, there'll be nine trains per hour in each direction from the station.
- The highest point of the roof of the station will be equivalent to seven, stacked double decker buses.
- The total width of the station is the equivalent of the width of a football pitch and the total footprint of the station is around 32,600m².
  - Our trains will be 400m long with 1,100 passengers per train.

Contact us

Our HS2 Helpdesk team are available all day every day. You can contact them via:

Freephone 08081 434 434
Minicom 08081 456 472
Email hs2enquiries@hs2.org.uk
Visit our website at www.hs2.org.uk
To find out about what's happening in your local area, visit www.hs2inbirmingham.co.uk
Public space
You said that to create a destination station in Birmingham, useful public space around the station is important. The new station will feature four new public spaces, supporting travel, recreation and leisure.

**Station Square**
Station Square will create a new, green and attractive meeting place in the city that will provide easy links into the city centre and Digbeth, generating a sense of local pride and identity. It’s been designed as the ‘front door’ to the HS2 journey to and from Birmingham.

**Curzon Square**
This area will reflect its historic setting and buildings and complement the setting of Eastside City Park. It provides an enhanced setting for the Grade I listed Old Curzon Street Station and Grade II listed Woodman pub. There will also be space for outdoor public events.

**Curzon Promenade**
Curzon Promenade is located along the northern side of the station and links with Eastside City Park. This area will be used by pedestrians and cyclists who are heading towards the bus and Sprint stops north of the station, the Knowledge Quarter and future canalside developments. We've designed Curzon Promenade to encourage people to stop and enjoy the vibrant, characterful landscape which is made up of garden spaces that extend downhill to Curzon Square.

**Paternoster Place**
As a gateway to Digbeth, Paternoster Place will provide a new, attractive pedestrian route and urban space that will open up a key link to the future regeneration potential of Digbeth. We've designed it to encourage activity and investment to Enterprise Zone sites.

Working in partnership with us, Birmingham City Council has committed Enterprise Zone funding to enhance a number of areas around our new station as part of the Curzon Investment Plan. This funding is planned to enhance the landscape finishes to Curzon Promenade and Curzon Square. It also aims to expand Paternoster Place as a more multi-functional urban space by decking over the existing Rugby-Birmingham railway line.
Sustainability and Environment

You told us that you wanted us to carefully consider energy use within our station design, marking it a high priority.

Our station will be designed to meet the requirement of BREEAM Excellent – an industry recognised standard for sustainable lifetime performance.

The station will be net zero carbon. This means it will be highly efficient, generating energy through a range of different technologies.

We'll maximise the benefits of natural resources such as sunlight and water, and provide seamless connections between different transportation modes, Birmingham's communities, and wildlife habitats.

You also said that you want plenty of greenery, trees and plants around the station site. We've made sure that our landscape design plans include:

• parkland lawns, rain gardens (to capture water), herbaceous shrubbery, and forest-scale tree planting across the site;

• new open green space and damp grassland habitats between Curzon Street and the viaduct to the east; and

• an environmental mitigation zone of broadleaf woodland to the south of the car park and viaduct, which will provide a natural habitat for local wildlife.


**Arts, Culture and Heritage**

You told us that you’d like Curzon Street Station to recognise Birmingham’s heritage and history. We’ve worked with Birmingham City Council to develop designs that respect the existing historic Old Curzon Street Station building, and also link it to the new station’s eastern concourse at New Canal Street.

Public space will surround the new station which includes the area around the Old Curzon Street Station building. The design of the space will enhance the setting of the station and recognise the heritage of the site, in particular, the historic track alignments of the former goods yard that used to lie to its east.

The feature gardens and new eastern concourse façade have also been designed to complement the architecture of the existing Old Curzon Street Station building.

Curzon Promenade, the public spaces surrounding the new station, and the decision not to divert New Canal Street all retain and frame important views of the old station.

An arts and culture strategy for the station will prioritise ‘connection to place’ and involve local arts and community organisations. It will also create opportunities to include public art and cultural projects at the station to celebrate and reflect its local setting and the community of Birmingham.
Connectivity and Accessibility

Feedback showed that 75% of people thought that further public transport connections were vital in making the station a success.

We're working with Birmingham City Council, Transport for the West Midlands, Midland Metro Alliance, Network Rail and others to make sure that the station is well connected. Some of the key connections that will be provided include:

• the tram line that will run alongside and underneath the station;
• a shared public space between Curzon Street and Moor Street stations to provide a simple and seamless connection between the two stations;
• straightforward pedestrian routes allowing easy access to local bus services, Sprint (a rapid transit bus service) and onwards to other train services;
• ‘Station Square’ – a generous public space to be used as a destination and meeting space;
• good public transport, walking and cycling links into Digbeth and to both the Knowledge Quarter and the central business district in Birmingham city centre;
• well-designed public spaces, including space for events and a seamless connection to Eastside City Park; and
• improved pedestrian and cycling links between Digbeth Conservation Area and Birmingham's Knowledge Quarter.

You also told us that links to New Street Station were important to you. We're working with Birmingham City Council to see how our design can best allow for any future improvements to the public space between Curzon Street Station, Moor Street Station and New Street Station to provide a seamless connection between these major stations.

We know that good cycling facilities at the station are important to you, so we've made sure that cycle parking has been carefully considered in the design of the new station. There'll be more than 256 spaces for bicycles, with allocated space for 300 more in the future if required.

We'll clearly mark cycle and pedestrian routes in public spaces to work as part of the Birmingham Cycle Revolution (BCR) programme.

It's important that the station is easy to use and accessible to everyone. In our design, we've considered all the different types of people that might visit our station, including people with mobility, visual or cognitive impairments, deaf people, older people and young children. This is so that we design a station suitable for everyone.