Department for Transport

Bordesley Station Closure

Consultation Document

February 2026

Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

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Contents

Foreword

Network Rail, as a network operating company, proposes closure of Bordesley station no earlier than 4 June 2029 as part of the Midlands Rail Hub project. This proposal is made in accordance with the Railways Act 2005 and 'Railways Closures Guidance'.

This consultation document sets out the reasons for and seeks views on the proposed closure which is supported by Network Rail's partners on the Midlands Rail Hub project. The results of this consultation will then be considered by the Secretary of State for Transport, as the relevant National Authority, in order for them to take a view on whether the proposals should be referred to the Office of Rail and Road or be withdrawn.

Executive summary

Introduction

Bordesley station is located in Birmingham on the Chiltern Main Line / Snow Hill lines approximately 0.8 miles southeast of Birmingham Moor Street station and 1 mile to the northwest of Small Heath station. It has an island platform with two platform faces. The station is above street level, as the railway line here is on a viaduct. The only access is from Coventry Road, directly underneath the railway bridge, via steps only. The station is managed by West Midlands Trains (WMT).

The regular daily rail service to Bordesley station was progressively reduced as the mainly light industrial businesses in the station catchment area declined leading to the removal of regular services in 2007 based on lack of rail demand. Since December 2007 Bordesley station has been served by a single timetabled weekly service in one direction from Whitlocks End to Kidderminster on a Saturday operated by West Midlands Trains.

The sole rationale for the continued existence of Bordesley station has been to provide a limited match day service for up to 1400 football fans travelling to and from Birmingham City Football Club (BCFC) when additional calls are made in existing WMT train services before and after the game. BCFC's St Andrew's stadium is a 12-minute walk from Bordesley station but is now set to be replaced from the 2030/31 season by a new stadium close to Adderley Park station, where a major new 'Sports Quarter' complex is being developed in the vicinity of the former 'Wheels' go kart track.

Network Rail, working with its partners at Midlands Connect and West Midlands Rail Executive, has developed plans as part of the Midlands Rail Hub (MRH) project to increase the capacity and connectivity of the Midlands regional rail network by providing more services into Birmingham's Moor Street and Snow Hill stations. MRH also delivers faster journeys, increased on-train capacity and improved reliability and punctuality.

In order to deliver the MRH programme, two new elevated connecting tracks, or chords, are required. These chords will connect the lines on the existing Bordesley viaduct from Birmingham's Snow Hill and Moor Street stations to the Camp Hill line, which currently acts as a railway by-pass for central Birmingham. Bordesley station occupies the space where the junction for the chords with the lines to Birmingham's Snow Hill and Moor Street stations will be located. To construct the new chords the closure and removal of Bordesley station is required.

How to respond

The consultation period began on 11 February 2026 and will run until 15 May 2026. Please ensure that your response reaches us before the closing date. If you would like further copies of this consultation document, it can be found at https://www.gov.uk/search/policy-papers-and-consultations

or you can contact Bordesley Station Consultation at the postal address or email address below if you need alternative formats (Braille, audio CD, etc.).

Please send consultation responses to:

Bordesley Station Consultation

Department for Transport

Great Minster House

33 Horseferry Road

London SW1 4DR

Or by email to: bordesley.consultation@dft.gov.uk

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation, please make it clear who the organisation represents and, where applicable, how the views of members were assembled.

A list of those consulted is attached at Annex B. If you have any suggestions of others who may wish to be involved in this process, please contact us.

Freedom of Information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

Data Protection

This consultation is seeking your views on the proposed closure of Bordesley station.

Your personal data collected through this is processed in line with our online forms, surveys and consultations privacy notice.

Your personal data collected through this consultation is processed in line with our online forms, surveys and consultations privacy notice.

In addition, for all:

• individuals we are asking if you use Bordesley station, to understand your relationship with the topic and, if so, the method or methods of transport to that station, for transport insight.

• organisations we are asking for the name of the organisation for identification.

The DfT is carrying out this consultation to gather evidence on the Network Rail proposal to close Bordesley station. The consultation is being carried out in the public interest to inform the Secretary of State's opinion that the closure should be allowed. DfT is the data controller for your personal information.

When responding to this consultation you may share personal data with us such as postal, email or IP addresses. Any such data will only be stored for the duration of the consultation exercise and deleted following the publication of the DfT's response to the consultation. Until that point, your information will be stored securely.

Sharing Personal Data

DfT may also share your consultation response with Network Rail and Transport for West Midlands / West Midlands Rail Executive, to inform discussion which will feed into our consideration and decision-making. However, no personal data (such as names and contact details) will be shared with these third parties.

Further Information

DfT's privacy policy has more information about your rights in relation to your personal data, how to complain and how to contact the Data Protection Officer.

To receive this information by telephone or post, contact us on 0300 330 3000 or write to:

Data Protection Officer

Department for Transport

Ashdown House

Sedlescombe Road North

St Leonards-on-Sea

TN37 7GA

Personal questions

Individual questions

If you use Bordesley station explain the transport methods you use to get to the station?

[Now go to 'Consultation questions']

Organisation questions

What is the name of your organisation?

Consultation questions

What, if any, are your views on closure of Bordesley station?

Closure of Bordesley Station

Purpose of consultation

The closure of Bordesley station, whose sole purpose is to serve Birmingham City Football Club's nearby St Andrew's football ground on matchdays is required to enable the construction of the Midlands Rail Hub scheme, which will provide significant extra rail network capacity into central Birmingham, with up to 300 additional trains per day. Network Rail, as network operator, has carried out an assessment in accordance with the Department for Transport's (DfT) Railways Closures Guidance of whether retaining Bordesley station as part of the national rail network represents value for money. This assessment has been undertaken in partnership with the West Midlands Rail Executive with input from Transport for West Midlands and Birmingham City Council.

It concluded that given the:

- light usage of the station
- its single function in relation to Birmingham City Football Club matchday services
- inability to adequately serve its single function due to limitations of capacity and poor access
- poor case for station retention even if a regular service and upgraded station facilities were to be provided
- proximity to Birmingham Moor Street, Small Heath and Adderley Park stations
- availability of good alternative public transport options
- further scheduled improvements to the local public transport network with the extension of West Midlands Metro tram services from Birmingham city centre to Digbeth and the "Sprint" Bus Rapid Transit corridor linking Walsall – Birmingham and Solihull
- planned relocation of Birmingham City Football Club's St Andrew's stadium
- conflict with the Midlands Rail Hub project

that Bordesley station should be closed.

Network Rail have proposed that Bordesley station should be officially closed no earlier than 4 June 2029.

Under section 29(7)(a) of the Railways Act 2005 the Secretary of State for Transport, as the relevant national authority, is required to carry out a consultation concerning a rail operator's proposal to discontinue use of a particular station if, having received the operator's assessment, the Secretary of State has formed an opinion that the closure should be allowed. A copy of the Railways Closures Guidance may be found at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/266296/railwaysclosuresguidance.pdf

Interested parties are therefore invited to comment on Network Rail's proposal, which is supported by West Midlands Rail Executive and Midlands Connect.

Background

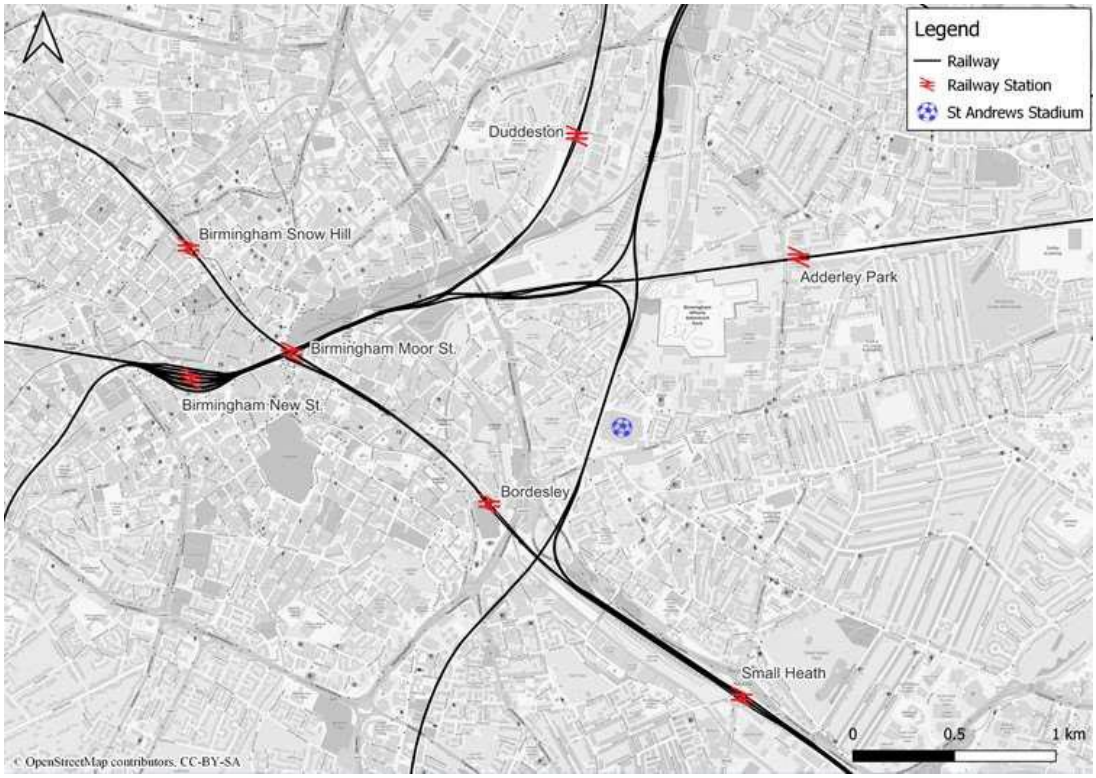


Figure 1: Map showing Rail Network marked by black lines and stations marked by red double arrow logo around Bordesley. These stations and their locations relative to Bordesley station are Duddeston to the north, Adderley Park to the northeast, Small Heath to the southeast, and Birmingham New St, Birmingham Moor Street and Birmingham Snow Hill which are all to the northwest

Figure 2: Bordesley station platform is in the centre of the picture. The Smith's Garden development currently under construction is at the top. The proposed site of the Bordesley West Chord is to the left of the development and the proposed site of the Bordesley East Chord is to the bottom left of the picture.

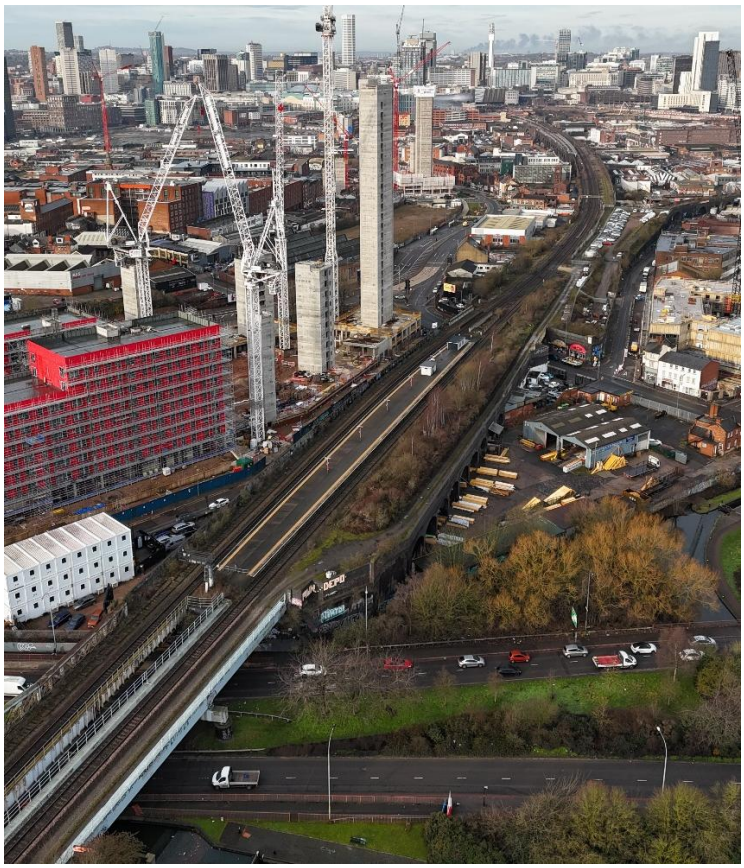


Figure 3: Bordesley station platform is in the centre of the picture. The line from Small Heath to Birmingham Moor Street through Bordesley station runs from the bottom left to the top right. Birmingham City Centre is in the distance at the top

Since 2007 Bordesley station has been served by a single timetabled weekly service in one direction between Whitlocks End and Kidderminster on a Saturday operated by West Midlands Trains.

The sole rationale for the continued existence of Bordesley station has been to provide a limited match day service for football fans travelling to and from Birmingham City Football Club (BCFC) St Andrew's stadium when additional calls are made in existing WMT train services before and after the game.

It should be noted that the potential impact of the Smith's Garden complex and other future development proposals on travel demand in this area has also been considered.

However, as highlighted elsewhere, the area is on a high frequency bus route to Birmingham city centre and will also benefit from the extension of the West Midlands Metro tram line to Digbeth and the proposed Birmingham Sports Quarter.

In this context, the additional residential properties provided by Smith's Garden and any future proposed developments in the Digbeth area are highly unlikely to justify provision of a regular train service at Bordesley station.

Prior to the 2024/25 football season up to 500 supporters used Bordesley station each match day which the station generally coped with. This represented less than 2% of the BCFC's St Andrew's stadium capacity.

Following an increase in BCFC attendance for the 2024/25 season, usage of Bordesley station briefly increased to around 1400 supporters for Autumn 2024.

This increase in football attendance has highlighted the limitations of the current Bordesley station location and facilities, notably the post-match challenges of:

- segregating passengers travelling to/away from Birmingham city centre
- managing queuing passengers outside the station
- safely controlling the flow of passengers up to platform level
- crowding on trains (especially during busy periods such as during the Birmingham Christmas market season)

As a result, in November 2024 West Midlands Trains introduced a trial of mitigation measures to limit the number of supporters using the station and improve management of passengers. This trial primarily consisted of the implementation of a new train calling pattern whereby:

- only Birmingham-bound trains from Dorridge, Whitlocks End and Stratford-upon-Avon stopped at Bordesley station before matches
- only trains bound for Dorridge and Stratford-upon-Avon stopped at Bordesley station after matches

Similarly, when resources permit, Chiltern Railways has provided additional stops in some pre-match services from the Warwick/Leamington/London direction and back to these destinations post-match.

Spectators travelling from/to central Birmingham and beyond were advised to either walk from/to the city centre, or use scheduled bus services or BCFC's free shuttle bus for season ticket holders which has provided a direct link between the stadium and city centre since Autumn 2024.

Rail passengers travelling from/to locations beyond Birmingham city centre could complete their journeys to/from either Birmingham Moor Street or New Street stations depending on their ultimate origin/destination point.

BCFC supporters from/to Birmingham city centre and beyond also had the option of using Small Heath station, a 22-minute walk from the stadium, where the normal 3 train/hour service was provided, although this option was not specifically promoted during the trial.

Following the successful conclusion of the trial period, West Midlands Trains confirmed its new calling pattern would remain in place for the 2024/25 and 2025/26 football seasons. Usage of Bordesley station has been up to 1400 supporters per match since the changes were made in November 2024.

The experience of the 2024/25 football season has demonstrated that, due to the constraints of the location and access arrangements, without a major upgrade Bordesley

station would only ever be able to play a fairly limited role in movement of spectators to/from BCFC's St Andrew's stadium.

BCFC's current St Andrew's stadium is a 12-minute walk from Bordesley station, but is now set to be replaced by a new stadium close to Adderley Park station, where a major new 'Sports Quarter' complex is being developed in the vicinity of the former 'Wheels' go kart track.

Bordesley station has only very basic passenger facilities (primarily lighting and a small concrete shelter with a Help Point/Information Screen attached on the platform). It lacks basic facilities such as a ticket machine, public address systems and seating.

Figure 4: Bordesley station platform, shelter and Help Point / Information Screen

The station is locked out of use except for when the single timetabled weekly service on a Saturday or match day services operate.

The station entrance is at street level under the viaduct on Coventry Road. This is a relatively constrained area where there is no space available to provide a designated safe queuing area to manage football fans.

There are no parking or drop-off facilities although there are adjacent bus stops serving the 17 and 60 bus routes from central Birmingham to Tile Cross and Crane's Park as well as the X1 and X2 express bus services to Coventry and Solihull. Up to 30 buses an hour operate in total from the station to the city centre.

Figure 5: Bordesley station entrance on Coventry Road is in the centre of the picture www.google.com/maps/

Access to the platforms from street level is via relatively steep flights of stairs (circa 40 steps in total). There is no step-free access and no obvious way to install a lift to make the station accessible, given its position on an elevated viaduct structure, with the platform located between the main running lines.

Figure 6: (left) Bordesley station entrance from Coventry Road showing start of staircase access to platforms and (right) closer view of staircase access to platform level

Whilst maintained to a level appropriate to its limited role, the station has also suffered from some recent issues. In late 2022 part of the ceiling collapsed above the staircase which resulted in the station being completely closed for around 3 months. In spite of this closure being in the middle of the football season, no formal complaints about the temporary station closure were recorded by Transport for West Midlands or West Midlands Trains.

Figure 7: (left) Bordesley station entrance interior, (centre) ceiling and (right) staircase from platform level

This sole rationale for retaining Bordesley station will significantly reduce, once Birmingham City Football Club relocate to the new stadium in the Sports Quarter development. The new 62,000 seat stadium will be close to Adderley Park station (on the Birmingham New Street – Birmingham International line) and a circa 18-minute walking distance from Duddeston station (on the Cross City and Birmingham – Walsall lines). The estimated walking distance from Bordesley station to the Sports Quarter would be circa 25 minutes compared to 12 minutes to the St Andrew's stadium.

Transport for West Midlands is working with BCFC's owners to develop options to improve sustainable and public transport access to the new stadium, including improvements to Adderley Park station and the further extension of the West Midlands Metro tram line from Digbeth towards the future Sports Quarter, which was announced as part of the Chancellor's Spending Review 2025.

Whilst exact routeing is still to be determined, the new tram line should also improve access to the Bordesley area and current St Andrew's stadium site and any redevelopment which may take place in this area following the relocation of BCFC to their new ground.

Midlands Rail Hub

Midlands Rail Hub (MRH) is a critical and transformational project that is key to meeting economic and social mobility objectives in a sustainable manner. MRH's strategic aims are to:

- make journeys more reliable nationally by operating Birmingham New Street station at a sustainable level

- increasing service frequency where it is poor to improve access to opportunities, social mobility and housing growth

- make journeys faster and more comfortable by better differentiating local and regional markets

- allowing capacity for freight: providing capacity for incremental freight growth

The constrained, tunnelled approaches to Birmingham New Street station are already at capacity, restricting additional train services and limiting the ability of the rail network to deliver wider transport, economic and social benefits.

Midlands Rail Hub is the only cost-effective scheme to unlock this capacity bottleneck at the heart of the national rail network in central Birmingham and also addresses a number of other key capacity constraints across the region.

These interventions unlock a host of operational benefits which allow new and improved journeys and up to 300 additional trains per day across Birmingham and the region.

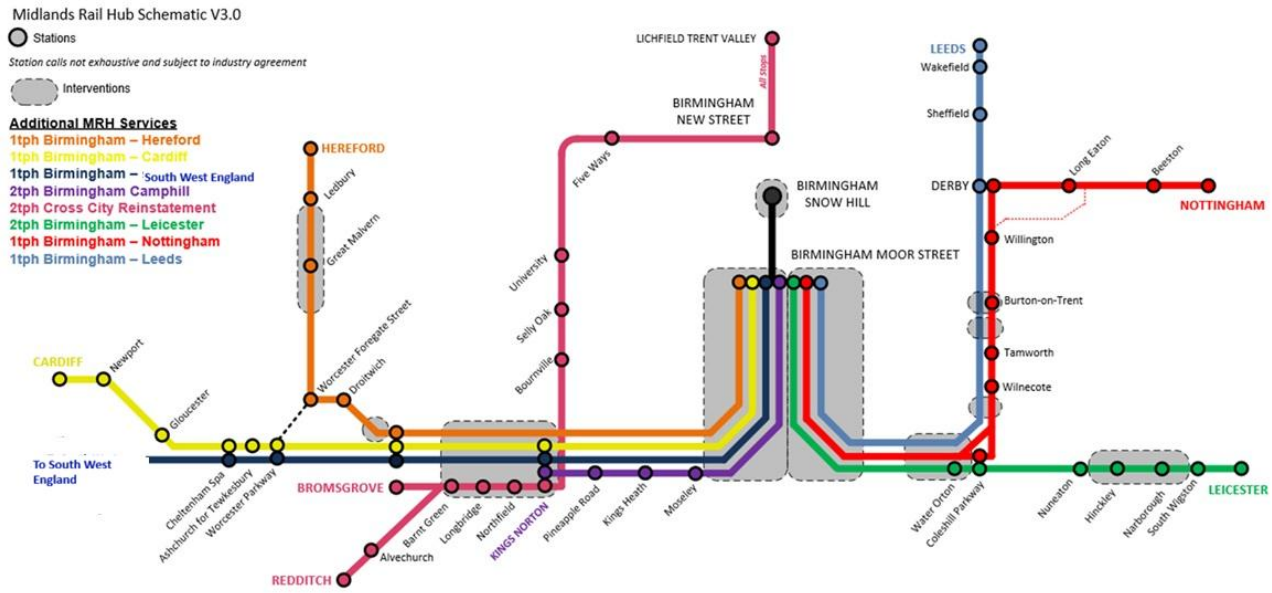


Figure 8: A schematic diagram which describes the additional trains services enabled by Midlands Rail Hub when all phases of the scheme are delivered. The services are one additional train per hour in each direction from Birmingham Moor Street to each of the

following: Cardiff, South West England, Worcester and Leeds. Two additional trains per hour in each direction from Birmingham Moor Street to Leicester and on the Birmingham Cross City Line. 'Camp Hill' line services will also be rerouted from New Street station to Moor Street station.

In central Birmingham, MRH provides additional platforms at Birmingham's Moor Street and Snow Hill stations and two new short elevated connecting lines "chords" at Bordesley linking to the existing Camp Hill line and from there to routes towards the southwest via the West Chord and East Midlands via the East Chord.

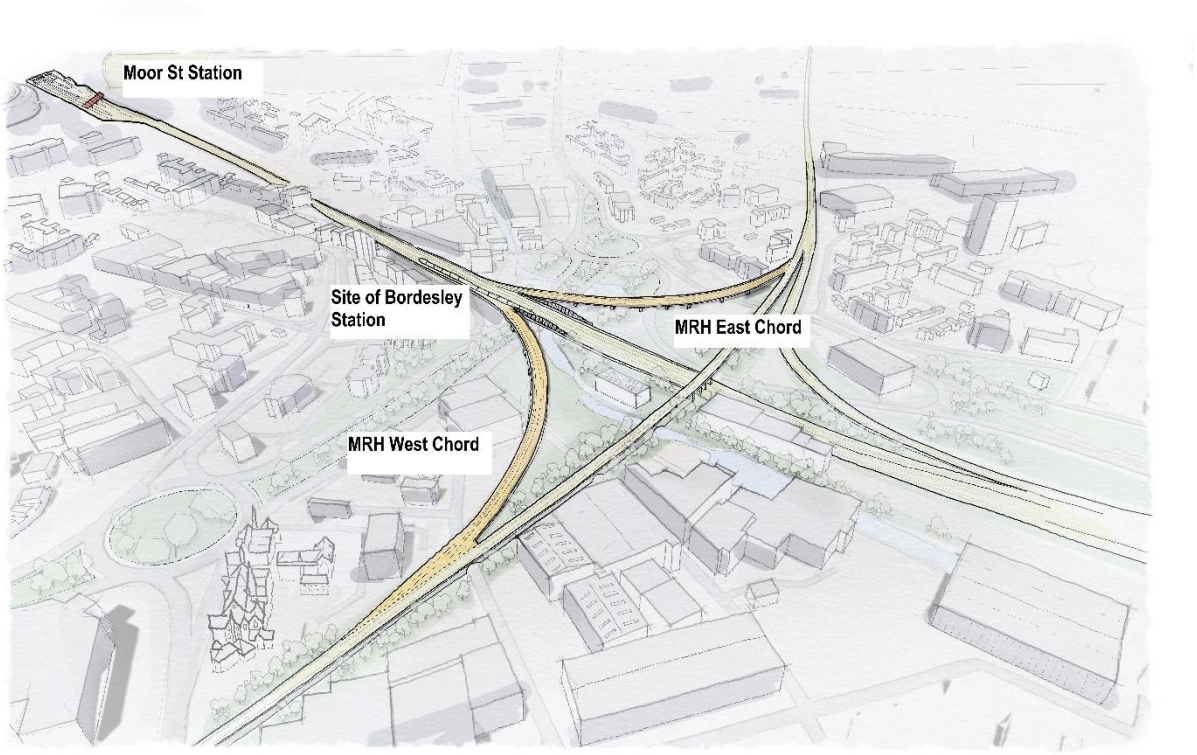


Figure 9: Proposed Bordesley West and East Chord required for Midlands Rail Hub connect to the existing railway viaduct where Bordesley station is currently located

In 2010, an initial engineering feasibility assessment of the Bordesley Chords indicated that their construction would require the closure of Bordesley station and subsequent development work on Midlands Rail Hub has confirmed this position. The scale of the wider benefits provided by MRH is significantly greater than the retention of Bordesley station, especially as its limited market is expected to reduce with the proposed relocation of Birmingham City Football Club.

The development of the MRH scheme has been funded by the DfT as 'lead client', with WMRE and Midlands Connect as client partners. Network Rail is the delivery agent who will procure the engineering designers and delivery contractors.

Whilst Network Rail identified and examined two potential options, no viable design was found for retaining Bordesley station as part of the Midlands Rail Hub project.

Network Rail's first option for assessment for retention of Bordesley station involved the provision of three tracks west of the station. This would have required the viaduct to be widened for 150m which includes the Coventry Road Underbridge.

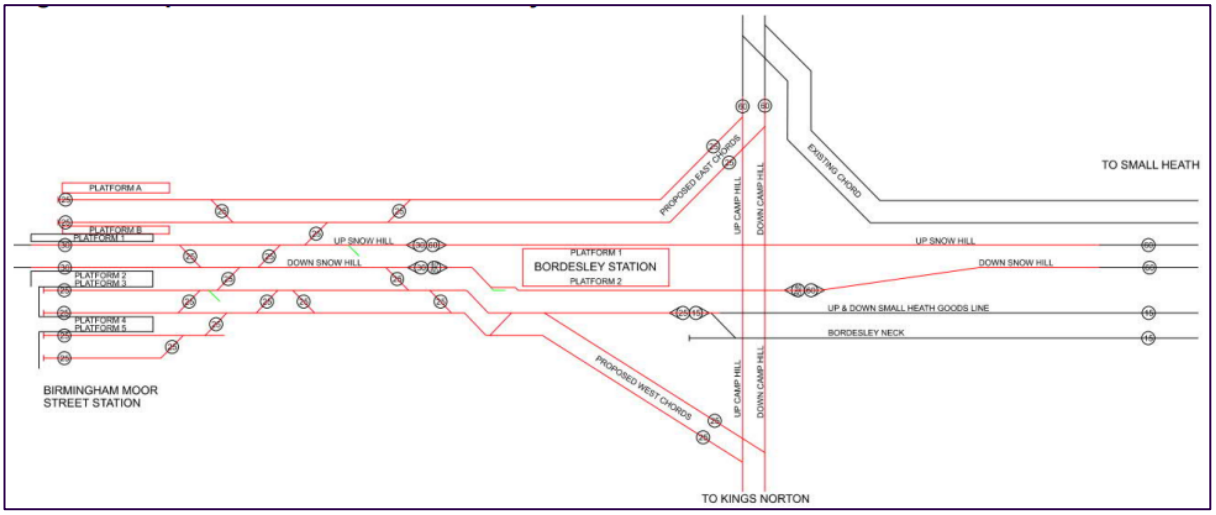


Figure 10: Bordesley Station Retention Option 1 Track Layout showing that the station and the West Bordesley Chord would encroach on the Smith's Gardens residential development which is under construction and require major remodelling of Bedford Road.

Option 1 would require closure or significant remodelling of Bedford Road. The structure would encroach on the Smith's Garden development, which is under construction.

Figure 11: Visualisation of Smith's Garden development currently under construction with Bordesley station platform on the lower right and the proposed site of the Bordesley West Chord to the right of the development at the bottom right of the image

The second option for retention of Bordesley station requires multiple infrastructure changes including:

- moving the Down Snow Hill line to the north of the station
- moving the Up Snow Hill line and the goods line past the south platform face
- additional crossovers either side of the station to enable trains to call
- larger scale signalling changes than option 1

The resulting layout would cause a number of operational constraints, including:

- conflicting train movements where the West Chord meets the existing “to Birmingham” line at the station and movement on the chord would be impeded by any train in the platform
- an increase in platform-train stepping distance due to accommodating vehicle overthrow from trains using the chord. This would restrict the available platform length to beyond the junction creating longer passenger access walk times and restricting calling trains to 4-car length.

Option 2 would also encroach on the Smith’s Garden development which is currently under construction.

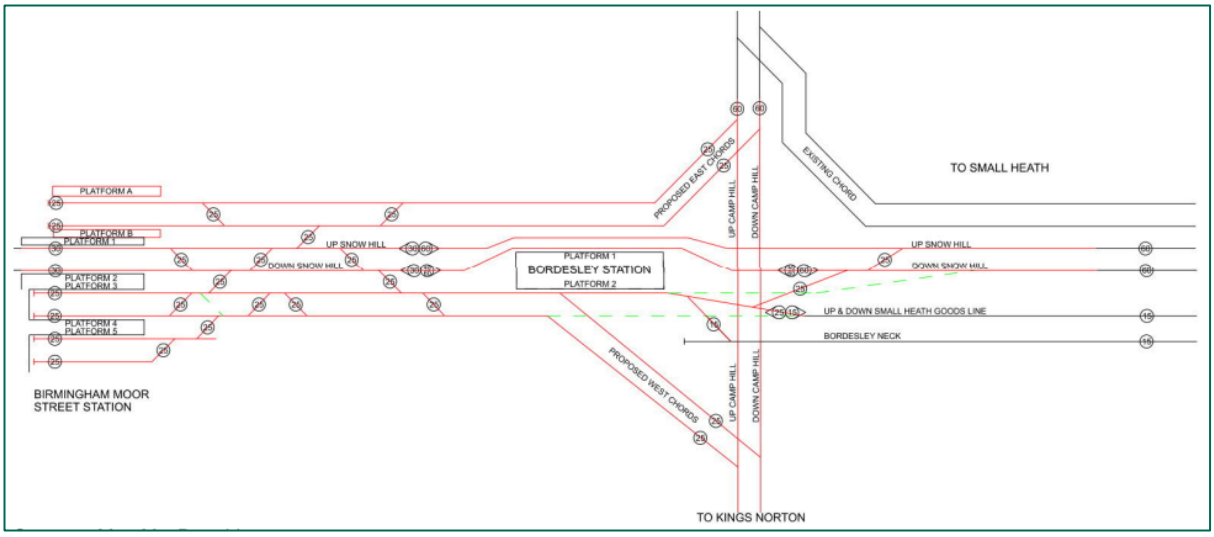


Figure 12: Bordesley Station Retention Option 2 Track Layout which shows how a retained station and the proposed Bordesley West Chord would be wider than the current station, with changes to the layout of the tracks making train operations more difficult and encroach on the Smith's Garden residential development which is under construction

Bordesley Station Closure Mitigation

It is proposed that the formal closure of Bordesley station would be enacted no earlier than 4 June 2029, which would be after the end of the 2028/29 football season. The proposed relocation of Birmingham City Football Club's stadium to a new 'Sport Quarter' close to Adderley Park station is planned to take place from the start of the 2030/31 football season.

If Bordesley station closure were to occur before the relocation of BCFC's St Andrew's stadium, the area is already well-served by public transport options with buses every few minutes to/from Birmingham city centre, many of which provide closer access to St Andrew's stadium.

On BCFC matchdays, some bus services are diverted away from the immediate vicinity of the stadium on match days to minimise delays to non-football passengers and reduce potential conflict with football supporter pedestrian flows.

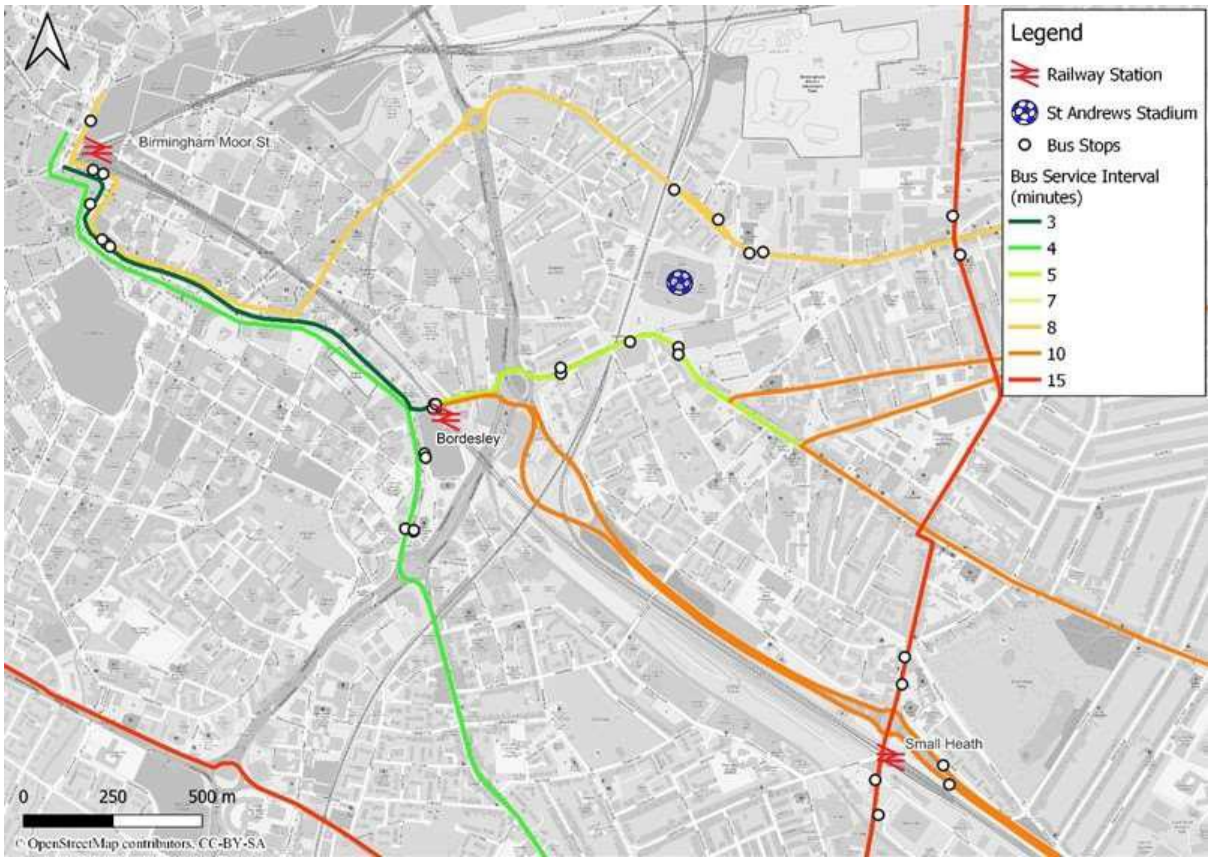


Figure 13: Bus service frequencies in Bordesley / St Andrew's Stadium area 2023

Some 17 and 97 bus services have already been extended to Birmingham Airport, providing improved connections from East Birmingham/Solihull and TfWM are looking to provide bus priority measures through Bordesley Green, close to both St Andrew's and the new Sports Quarter.

Many of these bus services are in process of being further upgraded as part of the "Sprint" bus rapid transit programme, including a planned new Walsall to Solihull service serving an upgraded bus stop outside Bordesley station.

With the bus services in this area set to move to a Transport for West Midlands specified franchising model between 2027 and 2029, there will also be greater opportunity in future to further tailor bus service provision on this corridor to specific market requirements.

A number of fans already choose to access the stadium via Small Heath station (a 22-minute walk) whilst many others walk the mile or so from central Birmingham.

Birmingham City Council is planning further improvements by 2028 to the public realm and walking, cycling routes between the city centre and Bordesley as part of the Digbeth Active Travel and Streets Programme. www.birminghambeheard.org.uk/economy/digbeth-active-travel/

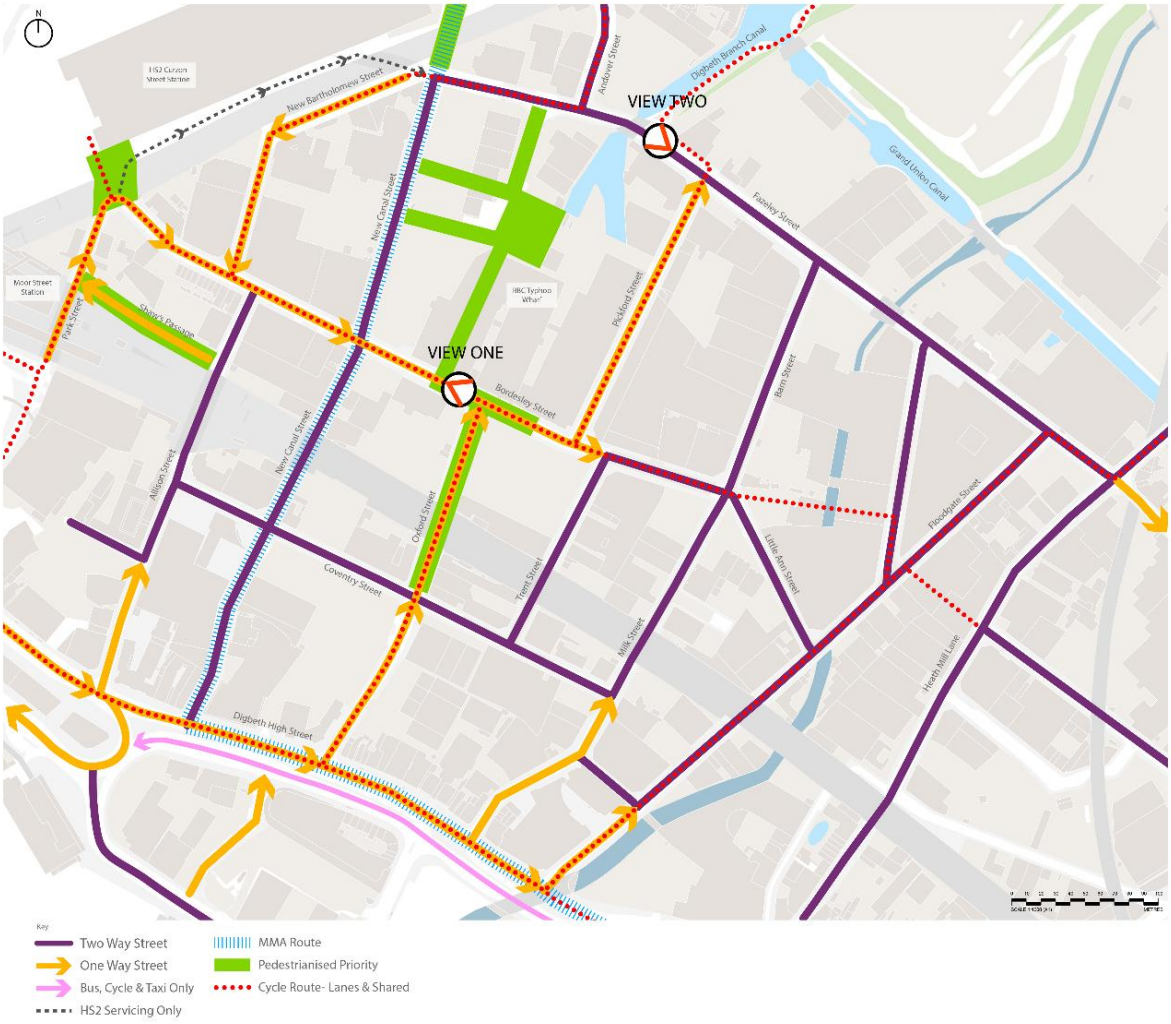


Figure 14: Digbeth Active Travel and Streets Programme Plan

From 2027/8, the West Midlands Metro Eastside tram line to Digbeth (below) a 10-minute walk from Bordesley station, should provide a further public transport option.

Figure 15: West Midlands Metro; Eastside Extension to Digbeth shown by green line

In June 2025 funding was approved by government to extend the West Midlands Metro tram line beyond Digbeth to serve Birmingham City Football Club's new Sports Quarter development, which includes a new 62,000 seat stadium. Although the proposed opening date of the tram line is yet to be confirmed, the new tram line should also improve access to the Bordesley area and current St Andrew's stadium site and any redevelopment which may take place following the relocation of BCFC to their new ground. The case for further extension of the West Midlands Metro tram line beyond the Sports Quarter to Heartlands Hospital, North Solihull and the Airport/NEC/HS2/Arden Cross sites is currently being considered.

Figure 16: The proposed East Birmingham and Solihull West Midlands Metro Extension which is now funded from Digbeth to BCFC Sports Quarter area

Station Users Perspective

As previously stated, Bordesley's station only practical use exists to provide access to home matches at Birmingham City Football Club's St Andrew's @Knighthead Park stadium.

Match day users of Bordesley station were surveyed in August 2025 to understand how they would access St Andrew's Stadium if the station were not available.

The survey:

- elicited 1700 responses from people who stated that they had used Bordesley station at least once during the 2024-2025 football season

of whom

- 47% had used the station 11 times or more
- 27% had used the station between 5 and 10 times
- 26% had used the station 4 times or fewer

whilst 85% stated that using Bordesley station was their preferred means of travel, in practice 61% of respondents actually used the station as their main means of access to the stadium last season. In terms of other respondents:

- 17% typically caught the train to Birmingham city centre with the majority (14%) walking from there to the stadium
- 15% usually travelled to the stadium by car
- 2% arrived by bus (with a further 2% using the dedicated shuttle bus from the city centre)

when asked which mode of travel they would use if the option of Bordesley station was not available (NB: percentage figures add up to more than 100 as some respondents selected multiple options)

- 59% stated they would travel by train to Birmingham city centre instead with a further 6% saying they would use an alternative station (potentially reflecting the relative proximity of Small Heath and Adderley Park stations)
- 6% would travel by bus (with a further 8% using the dedicated shuttle bus from the city centre)
- 30% would travel by car, van or motorbike
- 3% stated they would not travel

when asked about proposed future improvements to public transport in the area of the stadium

- over half of respondents said they would consider using the West Midlands Metro tram

- a quarter said they would consider using the Sprint bus rapid transit (which is significantly more than the 4% which currently use the regular bus/shuttle bus services)

The survey indicates that, if the station were to close, the majority of passengers (79%) stated that they would continue to use public transport modes to access BCFC home matches whilst just 3% of passengers stated that they would currently choose to no longer travel.

Summary of Appraisal

Summary of Appraisal

This assessment has been undertaken in accordance with the Railways Closures Guidance and meets the requirements of the 'objective test' which must be satisfied if closure is to be permitted and includes:

- a quantified Value for Money (VfM) assessment
- presentation of the other required non-quantified factors

The basis of the assessment is the same benefit cost ratio (BCR) methodology used in assessing investment proposals, consistent with the New Approach to Appraisal (NATA) and Green Book, Appraisal and Evaluation in Central Government and Transport Policy now embodied within Transport Appraisal Guidance (TAG) including Rail Appraisal Guidance. The assessment covers the five criteria with an appropriate amount of technical evidence:

- Environment – 10 sub-objectives including noise, atmospheric pollution, impacts on countryside, wildlife, ancient monuments and historic buildings
- Safety – impacts on accidents and security
- Economy – economic efficiency, reliability and wider economic impacts.
- Accessibility – ability for people to reach different locations and facilities by different modes
- Integration – transport interchange and integration with government policies

The assessment is undertaken in accordance with section 2.3 of the Railways Closures Guidance to determine whether:

"The retention of the rail service, station or network proposed for closure does not represent good value for money compared with the option of closure"

In this case this is interpreted as the value for money of the retention of the station within the Midlands Rail Hub scheme compared to the closure scenario.

The retention scenario also assessed the potential impact of the introduction of a regular 4 train per hour service at Bordesley using existing local train services between Birmingham and Dorridge/Whitlocks End and Stratford-upon-Avon and associated enhancements to the station facilities to meet Network Rail's Station Capacity Planning Guidance and Design Requirements.

A more detailed overview of the formal appraisal is available in Annex A.

The assessment concluded that continued retention of Bordesley station incurred Net Present Value (NPV) of costs outweighing benefits by £65 million in relation to the Midlands Rail Hub scheme, with an extremely poor Benefit to Cost Ratio (BCR) of 0.03 (or 3p in benefits for every £1 invested).

The Railways Closures Guidance sets out 5 key criteria which need to be addressed by the value for money appraisal to take full account of any non-monetised impacts of station retention when the Benefit to Cost Ratio is lower than 1.5 (benefits worth £1.50 for every £1 spent).

The conclusions of the formal appraisal are summarised below.

Environmental

The environmental assessment considered factors such as air quality, greenhouse gases, landscape, townscape biodiversity, water, or noise. Retention of the station is unlikely to have a substantial impact on biodiversity, water, landscape, townscape or noise, with other factors experiencing a slightly negative impact due to some limited shift to road based transport.

Journey Ambience: It was specifically noted that the current Bordesley station provides an exceptionally poor customer environment. In addition, crowding of train carriages on match days and the additional journey time required for a stop at Bordesley impacts negatively on the experience of other passengers and is likely to lead to an increase in traveller stress. As noted elsewhere, Bordesley station would require significant investment to address these issues, which would be unlikely to present Value for Money.

Safety

Accidents: There could be some benefits in terms of the safety of existing and new Bordesley station users from station retention as there would be less walking involved and interaction with traffic than, for example, walking to the stadium from Small Heath station.

However, this could be offset if existing rail users switched to bus or future West Midlands Metro services to Bordesley Green which would reduce overall walk times and exposure to traffic.

A minor safety risk were passenger services to Bordesley to be retained has also been identified as there is no access to/from the platform other than by a constrained flight of stairs.

Security: The impact of station retention in terms of passenger security could be slightly beneficial, but only if an upgrade of the station facilities (for example to include CCTV) were to be undertaken.

Economy

The following impacts have been considered as part of the economic appraisal.

Impacts on Rail Passengers directly affected by the Closure Proposal: Passengers who choose to use Bordesley station generally experience a more convenient and reliable transport mode compared to alternative bus and car journeys. There will therefore be some disbenefit to those who use Bordesley station to access St Andrew's stadium on matchdays.

However, it should be noted that this assessment doesn't take account of the type of dedicated bus shuttle service recently provided by BCFC for their fans, nor does it take account of planned improvements to bus services (including Sprint bus rapid transit), potential improved services at other rail stations such as Small Heath and Adderley Park or the committed extension to the West Midlands Metro tram system to Digbeth and Bordesley Green.

Effects on other Rail Passengers: Existing rail users who are primarily travelling to/from central Birmingham and beyond generally experience less reliable service due to train services calling additionally at Bordesley on BCFC match days.

The station retention scheme would retain the station stop on the line between Birmingham Moor Street station and Shirley / Dorridge. The additional station calls required lead to extended dwell times due to high passenger flow numbers, handling the boarding and/or alighting of mobility impaired travellers and platform/train interface accidents. Station retention would lead to more unreliable services on the Dorridge and Shirley lines with potential for slow services impeding the following express services.

Overall, the reliability impact of station retention is moderately adverse.

Network Rail also has identified that station retention would also lead to significant performance and operational impacts on Midlands Rail Hub services, but these have not yet been formally quantified.

The additional station call at Bordesley results in longer journey times and significantly increased on-board crowding, making for a far less pleasant journey experience.

Effects on other Transport Users: There is some slight positive impact to road users if Bordesley station is retained from passengers who might otherwise have used a private car to access BCFC matches. The stated preference survey of existing BCFC Bordesley users suggest that up to 30% might use the car as an alternative if Bordesley station was not available. However, in reality the lack of parking near St Andrew's stadium, which is

already a significant constraint to access by car, and the relatively high car occupancy levels of fans travelling together to football matches is likely to minimise this impact.

Effects on Rail Operators' Revenues: Whilst there would be some loss of direct revenue were Bordesley station to close, 65% of existing users stated they would still travel by train and use a different station. There would also be some minor revenue benefit from making journeys more attractive for non-users of Bordesley station.

Effects on Rail Operators' Costs: Calling train services at Bordesley does generate additional costs for the train operator from both a train and station operations perspective. This includes providing security / passenger handling staff to manage matchday passengers. By contrast closing the station would remove station operating, maintenance and leasing cost for the operator and also reduce Network Rail's costs as the owner of the station asset.

Regeneration impacts: The retention of Bordesley station for use on match days would have no impact on the key wider benefits assessed within the appraisal (Static Clustering, Dynamic Clustering, Household Location Decisions, Firm / Business Location Decisions, Change in Land Use Purpose, Change in Intensity of Land Use, Level of Employment, Location of Employment / Accessibility, Labour Supply and Displacement).

The retention of the station contribution to the regeneration objective is assessed as neutral.

However, the wider economic impacts of the MRH scheme are much higher in terms of agglomeration impacts and the regeneration of a wider area of the city centre.

Overall, the retention of the station contribution to the Wider Economic Impacts objective is therefore moderately adverse.

Overall Transport Economic Efficiency: The retention of Bordesley station for match day traffic could continue to support 25,000 annual journeys until the Birmingham City Football Club stadium is relocated to Adderley Park which is currently anticipated to take place from the 2030/31 season.

These retained journeys are slightly offset by 1500 rail journeys forecast to be lost per annum due to the additional Bordesley station calls adding additional journey time to train services approaching and departing Birmingham Moor Street on match days.

The retention of the station within the Midlands Rail Hub scheme is estimated to cost in the order of £100m within the £1.75bn scheme. The quantified economic appraisal revealed a Net Present Benefit (NPV) of the retention scheme of -£66m and a Benefit Cost Ratio (BCR) of 0.03 (3p of benefit for every £1 spent) which represents poor value for money (VfM) according to the DfT's Railways Closures Guidance.

Accessibility

Option Values: The assessment of households within the 2km catchment area of Bordesley station indicates that up to 410 households in the Balsall Heath area could

theoretically benefit from the retention of Bordesley station, but only if a comprehensive train service were to be provided.

However, the specific area of Balsall Heath concerned is:

- at the furthest distance (1.75 - 2km) in the catchment area from Bordesley station and only just outside the catchment areas for Small Heath, Five Ways and Birmingham's New St and Moor Street stations

- derives no benefit from the current match-day only service

- already well-connected by bus services

- within the 2km catchment area for the new Moseley Village station, due to open in 2026

Severance: There is no identified severance impact of the retention of Bordesley station.

Access to the Transport System: Bordesley is an inner-city area of Birmingham with high levels of public transport services on both radial and orbital routes. The retention of Bordesley station could provide a minor incremental improvement to the level of access to the transport system, notably in relation to match-day traffic.

However, other more significant public transport improvements are in the process of being delivered within the station catchment area such as the West Midlands Metro Eastside Extension to Digbeth and the introduction of high quality "Sprint" bus services.

Integration

Interchange: Station retention could provide improvements for Bordesley station users over bus and bus / rail interchange. However, the number of passengers affected is low and the impact is therefore classified as only slightly beneficial.

It should be noted that the MRH scheme will improve passenger interchange between local, regional and national and HS2 rail services which will impact on a much larger population over a wider area. The West Midlands Metro extension to Digbeth will also provide new local connection opportunities for the Bordesley station catchment area with bus, rail and high-speed rail.

Land Use Policy: The 2017 Birmingham Development Plan and associated City Centre Spatial Plan set out the spatial vision and strategy for the sustainable growth of Birmingham for the period 2011 to 2031. No role in the supporting Transport Strategy was identified for Bordesley station with the rail main focus being on:

- restoring passenger services on the Camp Hill line

- the delivery of Midlands Rail Hub with specific reference to "A connection into Moor Street station will be provided within the AAP area via new 'chords' at Bordesley"

Other Government Policies

The station retention scheme assessment has covered a wide range of economic, social and environmental objectives. It would have a marginal impact on the government's wider economic policy and could have a negative impact on both delivery of the Midlands Rail Hub contribution to that objective and on the government's commitment to deliver large scale infrastructure at greater pace. Retention has no impact on rural policy.

Overall Conclusions

The Midlands Rail Hub scheme is planned to deliver additional train service capacity in Central Birmingham to drive the city centre growth strategy, regional connectivity strategy and HS2 connectivity strategy. The provision of additional tracks and the chords to and from the Camp Hill line at Bordesley requires the removal of the station at Bordesley which the vast majority of use of is on Birmingham City Football Club match days.

In the past the regular daily rail service to Bordesley station was progressively reduced as the mainly light industrial businesses in the station catchment area declined leading to the removal of regular services in 2007 based on lack of rail demand. Since then, a call once per week has been made, with additional calls on match days.

No viable design option has been found for station retention alongside MRH without adding significant risk to cost and railway operations. Station retention would also result in long term operational issues around the stopping of local services and potential risk to the faster following services to and from the terminal platforms at Birmingham Moor Street.

The technical assessment reveals that the benefits generated from having a rebuilt station at Bordesley would be partly offset by the journey time impact on longer through-journeys. Across the non-monetised objectives, the station retention would have some slight benefits relating to safety and security; and some moderate disbenefits relating to landscape/townscape and reliability.

Overall, it is concluded that retention of Bordesley station within the MRH scheme represents poor value for money with an estimated BCR of 0.03 and a significant net negative economic return of -£66 million. This analysis excluded quantification of performance disbenefits which would reduce the BCR. This assessment supports the case for Bordesley station closure as part of the MRH scheme.

However, even without the Midlands Rail Hub scheme, the planned relocation of Birmingham City Football Club's stadium from the 2030/31 season to a new Sports Quarter near Adderley Park station would significantly reduce the main market and rationale for any future retention of Bordesley station.

What will happen next

Following the consultation period, we will review the responses to the closure proposal and undertake such further analysis as might be necessary. We will produce a summary of the outcome of the consultation and publish this on the DfT website.

The outcome of the closure consultation will be shared with Network Rail. Should the outcome of the consultation process agree with Network Rail's assessment, the Office of Rail and Road will then be required to ratify the proposal to ensure it satisfies the Railways Closures Guidance before the closure can go ahead.

If you have questions about this consultation please contact:

Bordesley Station Consultation

Department for Transport

Great Minster House

33 Horseferry Road

London SW1P 4DR

Telephone 0300 330 3000

Or email: bordesley.consultation@dft.gov.uk

Annex A: Summary of Formal Appraisal

Introduction and context

This assessment has been undertaken in accordance with the Railways Closures Guidance and meets the requirements of the 'objective test' which must be satisfied if closure is to be permitted and includes:

- a quantified Value for Money (VfM) assessment
- presentation of the other required non-quantified factors

The basis of the assessment is the same benefit cost ratio (BCR) methodology used in assessing investment proposals, consistent with the New Approach to Appraisal (NATA) and Green Book, Appraisal and Evaluation in Central Government and Transport Policy now embodied within Transport Appraisal Guidance (TAG) including Rail Appraisal Guidance. The assessment covers the five criteria with an appropriate amount of technical evidence:

- Environment – 10 sub-objectives including noise, atmospheric pollution, impacts on countryside, wildlife, ancient monuments and historic buildings
- Safety – impacts on accidents and security
- Economy – economic efficiency, reliability and wider economic impacts
- Accessibility – ability for people to reach different locations and facilities by different modes
- Integration – transport interchange and integration with government policies

The assessment is undertaken in accordance with section 2.3 of the Railways Closures Guidance to determine whether:

"The retention of the rail service, station or network proposed for closure does not represent good value for money compared with the option of closure"

In this case this is interpreted as the value for money of the retention of the station within the Midlands Rail Hub scheme compared to the closure scenario.

A comparison of the costs and benefits of retaining Bordesley station suggests the scheme offers very poor value for money.

Formal appraisal

The assessment concluded that the continue retention of Bordesley station incurred Net Present Value (NPV) cost of £65 million in relation to the Midlands Rail Hub scheme, with an extremely poor Benefit to Cost Ratio (BCR) of 0.03.

	Total	Road (Other Users)	Road (Bordesley Users)	Existing Station Users	Rail
Noise	541	-13	278	276	
Local air quality	2,880	-69	1,474	1,475	
Greenhouse gases	2,080	-50	1,066	1,065	
Journey ambience (incl. rolling stock quality, and in vehicle crowding)	-				
Accidents (incl. safety)	16,558	-398	8,468	8,488	
Physical Fitness	-				
Economic Efficiency: Consumers Users (Commuting) (1a)	331,219	-1,118	23,770	24,239	284,329
Economic Efficiency: Consumers Users (Other) (1b)	1,588,264	-5,553	64,025	120,392	1,409,401
Economic Efficiency: Business users and providers (5)	62,316	-262	5,577	5,687	51,314
Wider Public Finances (indirect Taxation Revenues (-11)	23,832				
Reliability (incl. performance & reliability)	-				
Option values	-				-
Interchange (station quality and crowding)	-				
Wider Impacts	-				
Present Value of Benefits (PVB) (sum all benefits - 11)	1,980,026				
Broad Transport Budget (10)	67,755,643				
Present Value of Costs (PVC) (10)	67,755,643				
Overall Impacts					
Net Present Value (NPV)	-65,775,617				
Benefit to Cost Ratio (BCR)	0.03				

Table 1: Net Present Value and Benefit to Cost Ratio summary

The Railways Closures Guidance sets out 5 key objectives which need to be addressed by the value for money appraisal to take full account of any non-monetised impacts of station retention when the BCR is lower than 1.5. The conclusions are summarised below.

Environmental

Environmental impacts are negligible, or very slightly negative. Retention of the station is unlikely to have a substantial impact on biodiversity, water, landscape, townscape or noise.

Noise

During operation there would be additional noise generated by the acceleration of trains leaving the station. This would however be at a high level due to the railway being on a viaduct and there are limited sensitive receptors in the immediate vicinity. Also, during operation there would be a net shift of some car journeys to rail leading to slightly less traffic on the highway network. This would produce slight noise benefits in all time periods but would be unlikely to make significant difference compared to background traffic noise at sensitivity roadside receptors given the spread of journeys across the network.

Overall, the assessment of noise impacts is neutral. This assessment would rise to moderate adverse once the 193 Camp Hill “Smith’s Garden” development is built. This proposed 550 apartments and townhouses ranging from 3 to 26 storeys received planning approved in August 2022. The retention scheme would involve construction works closer to the development and the scheme would introduce new noise receptors at high level close to the station.

Local Air Quality and Greenhouse Gases

The local air quality will need to be managed through the construction process in terms of dust generation and particulates. The Smith’s Garden development, which is currently under construction will introduce new sensitive receptors close to the MRH works. The retention scheme involves works closer to that development.

During operation, the retention option would lead to some additional rail passengers with 27% (DfT TAG Databook A5.4.5) expected to have transferred from car journeys leading to reduced emissions in streets on the key routes such as into the City Centre. However, the additional journey time impact for through passengers marginally offsets the Bordesley station impact.

Landscape / Townscape

There are no identified landscape impacts as the scheme is within an urban environment. The retention scenario would lead to a widened viaduct structure alongside an existing viaduct structure and a revised station on the top of the viaduct affecting the townscape. The requirements for a modern station including access for those with reduced mobility would have to be achieved using lifts. The lift towers would be expected to be above the platform level on the viaduct which would be visible at a distance from existing homes, in particular the 193 Camp Hill (Smith’s Garden) development which would be directly adjacent to the relocated west chord and Bordesley station. Overall, the retention scheme would be expected to result in a slight adverse impact.

Heritage of Historic Resources

There are no identified historic resources in the immediate vicinity of the scheme that could be impacted on by the station retention scheme. The assessment is therefore Neutral.

Biodiversity

There are no identified fauna / flora resources in the vicinity of the works as the works will be contained within a human-made environment. The assessment is therefore Neutral.

Water Environment

The station retention scheme would involve a wider viaduct alongside Bedford Road. This structure has a drainage system which would be developed to contain run-off. The scheme would retain the station platforms which would otherwise be converted to tracks. This would require retaining the current drainage system. Overall, the assessment of impact is Neutral.

Physical Fitness

The key factor in the assessment of physical fitness is encouraging people to walk for 30 minutes per day. Many passengers who choose to use rail instead of driving to their destination will walk to and from the stations at both ends of their journeys. The station retention would generate new rail journeys but only on match days – around 42 days per year. This would not lead to physical fitness benefits.

Journey Ambience

The current Bordesley station provides an exceptionally poor customer experience. However, a significantly enhanced station retention scheme would result in Bordesley station users avoiding the need to travel by alternative modes – in particular to reach Birmingham City football ground on match days. This would result in more direct and faster journeys and avoidance of the time and cost implications associated with transfer to bus / Sprint services. This would be offset by the frustration for existing rail passengers related to the additional stop on their journeys and associated with the crowding of the carriages on match days.

Transport Appraisal Guidance for the assessment of these criteria focuses on measures under the control of network providers and operators; Traveller Care; Travellers' Views, and Traveller Stress.

Factor	Sub-factor	Better	Neutral	Worse
Travellers' Care	Cleanliness		√	
	Facilities	√		
	Information	√		
	Environment			√
Travellers' Views			√	
Travellers' Stress	Frustration			√
	Fear of Accidents		√	
	Route uncertainty	√		

Table 2: Journey ambience impact assuming station retention and a major enhancement of facilities

a. Traveller Care

The Railways Closures Guidance notes that improvement to stations is covered by the interchange objective and the measure of this objective is therefore on vehicles and covers cleanliness, facilities, information and environment.

Station retention would have benefits to Bordesley station users through avoiding buses in favour of train use but dis-benefits to other rail passengers due to overcrowding on match days.

b. Travellers' Views

This relates to the attractiveness of the general travelling environment. There would be marginal change to the views of travellers within this mostly built-up part of the city. It is debateable whether approaching the city centre on the viaduct is better than the street scene by bus.

c. Traveller Stress

This relates to the mental and physiological effects including frustration, fear of potential accidents and route uncertainty. Station retention would provide some positive benefits for Bordesley station existing and new users compared to the need to walk further or to change mode with the associated risks of finding the bus stops and waiting for the next service.

Safety

Accidents

There would be some benefits in terms of the safety of existing and new Bordesley station users as there will be less walking involved and interaction with traffic that would otherwise be necessary to complete the journeys – such as to the football stadium without the station.

The net increase in rail use forecast by the retention scenario could lead to a transfer of trips from the highway network and a consequent reduction in the incidence of road traffic accidents. The value of these is included within the non-user benefits of the economic

appraisal but the methodology employed does not produce a quantified value for the accidents saved. There would be some additional risk of accidents when travelling by train which is not computed but would be lower.

However, the negative impact of station closure would potentially be offset if existing rail users switched to bus services which would reduce overall walk times and exposure to traffic.

A minor safety risk also has been identified if passenger services to Bordesley were to be retained, as there is no access other than by a constrained flight of stairs.

Security

If the retention of the station were to involve measures to improve the facilities to modern standards including CCTV and passenger help-point, then overall, there would be improved levels of security compared to bus and bus/rail interchange options in the station retention scenario.

In this instance, the impact of station retention in terms of passenger safety would be slightly beneficial, but only if a significant upgrade of the station were to be undertaken.

Economy

The following impacts have been considered as part of the economic appraisal

Impacts on Rail Passengers directly affected by the Closure Proposal

Passengers who choose to use Bordesley station generally experience a generally more convenient and reliable transport mode compared to alternative bus and car journeys. There will therefore be some disbenefit to those who use Bordesley station to access St Andrew's stadium on matchdays.

However, it should be noted that this assessment does not take account of the type of dedicated bus shuttle service recently provided by BCFC for their fans, nor does it take account of planned improvements to bus services (including Sprint bus rapid transit), potential improved services at other rail stations such as Small Heath and Adderley Park or the committed extension to the West Midlands Metro tram system to Digbeth and Bordesley Green.

Effects on other Rail Passengers

Existing rail users who are primarily travelling to/from central Birmingham and beyond generally experience less reliable service due to train services calling additionally at Bordesley on BCFC match days.

The station retention scheme would retain the station stop on the line between Birmingham Moor Street station and Shirley / Dorridge. The additional station calls required lead to extended dwell times due to high passenger flow numbers, handling the

boarding and/or alighting of mobility impaired travellers and platform/train interface accidents. Station retention would lead to more unreliable services on the Dorridge and Shirley lines with potential for slow services impeding the following express services.

Overall, the reliability impact of station retention is moderately adverse.

Network Rail also has identified that station retention would also lead to significant performance and operational impacts on Midlands Rail Hub services, but these have not yet been formally quantified.

The additional station call at Bordesley results in longer journey times and significantly increased on-board crowding, making for a far less pleasant journey experience.

Effects on other Transport Users

There is some slight positive impact to road users from Bordesley station passengers who might otherwise have used a private car to access BCFC matches. The stated preference survey of existing BCFC Bordesley users suggest that up to 30% might user the car as an alternative if Bordesley station was not available, which could add to congestion depending on car occupancy levels and the constraint of parking availability near St Andrew’s stadium.

Effects on Rail Operators' Revenues

Whilst there would be some loss of direct revenue were Bordesley station to close, 65% of existing users stated they would still travel by train and use a different station. There would also be some minor revenue benefit from making journey more attractive for non-users of Bordesley station.

Effects on Rail Operators' Costs

Calling train services at Bordesley does generate additional costs for the train operator from both a train and station operations perspective. This includes providing security / passenger handling staff to manage matchday passengers. By contrast closing the station would remove station operating, maintenance and leasing cost for the operator and also reduce Network Rail’s costs as the owner of the station asset.

Regeneration impacts

The retention of Bordesley station for use on match days would have no impact on the key wider benefits assessed within the appraisal (Static Clustering, Dynamic Clustering, Household Location Decisions, Firm / Business Location Decisions, Change in Land Use Purpose, Change in Intensity of Land Use, Level of Employment, Location of Employment / Accessibility, Labour Supply and Displacement).

The retention of the station contribution to the regeneration objective is assessed as neutral.

However, the wider economic impacts of the MRH scheme are much higher in terms of agglomeration impacts and the regeneration of a wider area of the city centre.

Overall, the retention of the station contribution to the Wider Economic Impacts objective is therefore moderately adverse.

Overall Transport Economic Efficiency

The retention of Bordesley station for match day traffic could continue to support 25,000 annual journeys until the Birmingham City Football Club stadium is relocated to Adderley Park which is currently anticipated to take place from the 2030/31 season.

These retained journeys are slightly offset by 1,500 rail journeys forecast to be lost per annum due to slowing trains approaching and departing Birmingham Moor Street on match days.

The retention of the station within the Midlands Rail Hub scheme is estimated to cost in the order of £100m within the £1.75bn scheme. The quantified economic appraisal revealed a Net Present Benefit (NPV) of the retention scheme of -£66m and a Benefit Cost Ratio (BCR) of 0.03 (3p of benefit for every £1 spent) which represents very poor value for money (VfM) according to the DfT's Railways Closures Guidance.

Accessibility

There are three aspects to consider – Option Values, Severance and Access to the Transport System.

Option Values

The assessment of option value involves the analysis of 2km catchment areas and the change in households that would gain the option to use rail over bus for their travel. Figure 17 below shows the option value analysis highlighting a small area shaded in red in Balsall Heath that could theoretically benefit from Bordesley station retention if a comprehensive train service were to be provided – with an estimate of 410 households within it, based on 2021 Census analysis.

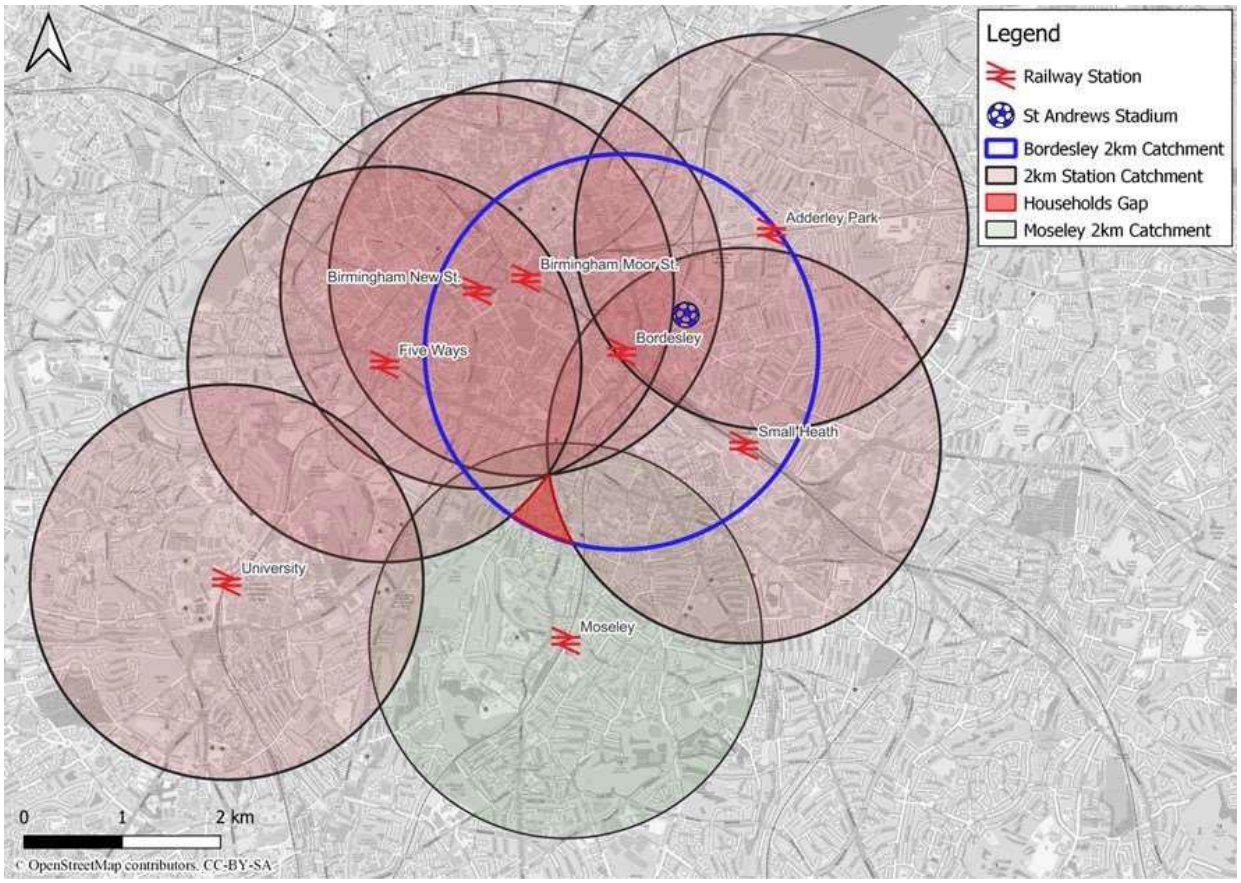


Figure 17: Option Value Analysis, 2km Catchments of Existing stations including Bordesley and new station at Moseley Village

However, the specific area of Balsall Heath concerned is:

- at the furthest distance (1.75 - 2km) in the catchment area from Bordesley station and only just outside the catchment areas for Small Heath, Five Ways and Birmingham's New St and Moor Street stations

- derives no benefit from the current match day only service

- already well-connected by bus services

- within the 2km catchment area for the new Moseley Village station, due to open in 2026

It should also be noted that a further new station on the Camp Hill line to serve the Balsall Heath area is under active consideration, with a proposed post-MRH opening date, which would significantly improve rail access to Balsall Heath and shorten access times.

The option value objective impact is therefore neutral.

Severance

The Railways Closures Guidance notes that severance is unlikely to be relevant to closure proposals and need not be included in assessments. There is no identified severance impact of the retention of Bordesley station.

Access to the Transport System

The measurement of the change in access to the transport system is defined as non-car owning households living within 800m (2km in rural areas) of the station proposed for closure and without alternative public transport provision.

Bordesley is an inner-city area of Birmingham with high levels of public transport services on both radial and orbital routes. The retention of Bordesley station would provide a point of access to the rail network 0.8 miles south east of Birmingham Moor Street station and 1m north west of Small Heath station.

The retention of Bordesley station could provide a minor incremental improvement to the level of access to the transport system, notably in relation to match day traffic. However, other more significant public transport improvements are in the process of being delivered within the station catchment area such as the West Midlands Metro Eastside extension to Digbeth and the introduction of high quality “Sprint” bus services.

Overall, the retention of Bordesley station is considered neutral.

Integration

This objective has three sub-objectives – interchange; land-use policies and proposals, and; wider government policy such as environmental sustainability, health and rural policy.

Interchange

Improving interchange is a major factor in achieving an integrated transport system. This qualitative assessment of the interchange sub-objective uses the indicators from TAG.

Table 3 below shows the assessment of the change from the closure scenario and station retention scenarios.

Passenger Interchange Indicator	Station Closure	Station Retention
Waiting Environment	Poor	Moderate
Level of Facilities	Poor	Moderate
Level of Information	Poor	Moderate / High
Visible Staff Presence	Poor	Poor
Physical Linkage for Next Stage of Journey	Poor	High
Connection Time and Risk of Missing a Connection	Moderate	Moderate / High

Table 3: Integration – Passenger Interchange Assessment

Station retention would provide improvements for Bordesley station users over bus and bus / rail interchange. However, the number of passengers affected is low and the impact is therefore classified as only slightly beneficial.

It should be noted that the MRH scheme will improve passenger interchange between local, regional and national and HS2 rail services which will impact on a much larger population over a wider area. The West Midlands Metro extension to Digbeth will also

provide new local connection opportunities for the Bordesley station catchment area with bus, rail and high speed rail.

Land Use Policy

Land-use policy is specified in the Birmingham Development Plan which was adopted on 10 January 2017 and sets out the spatial vision and strategy for the sustainable growth of Birmingham for the period 2011 to 2031. The area surrounding the station is a mix of light industrial and housing. One of the key growth areas is identified at Bordesley Park where an Area Action Plan (AAP) has been defined to deliver 750 new homes, enhanced connectivity and improved environment and new employment generating activity.

Figure 18 below shows the spatial plan for Bordesley Park. Most of the areas of change lie to the northwest of Bordesley station – closer to Adderley Park station on the Birmingham – Coventry line which serves the Airport / NEC employment zone. The regeneration zone along the Coventry Road to the east of Bordesley station is beyond the A4540 Middleway, a significant barrier to movement.

The transport strategy to support the growth plan does not foresee a role for Bordesley station but does include:

- reopening passenger services on the Camp Hill line between Kings Norton and Bordesley

- delivery of Midlands Rail Hub and the construction of the required chord connections at Bordesley “A connection into Moor Street station will be provided within the Area Action Plan area via new ‘chords’ at Bordesley”

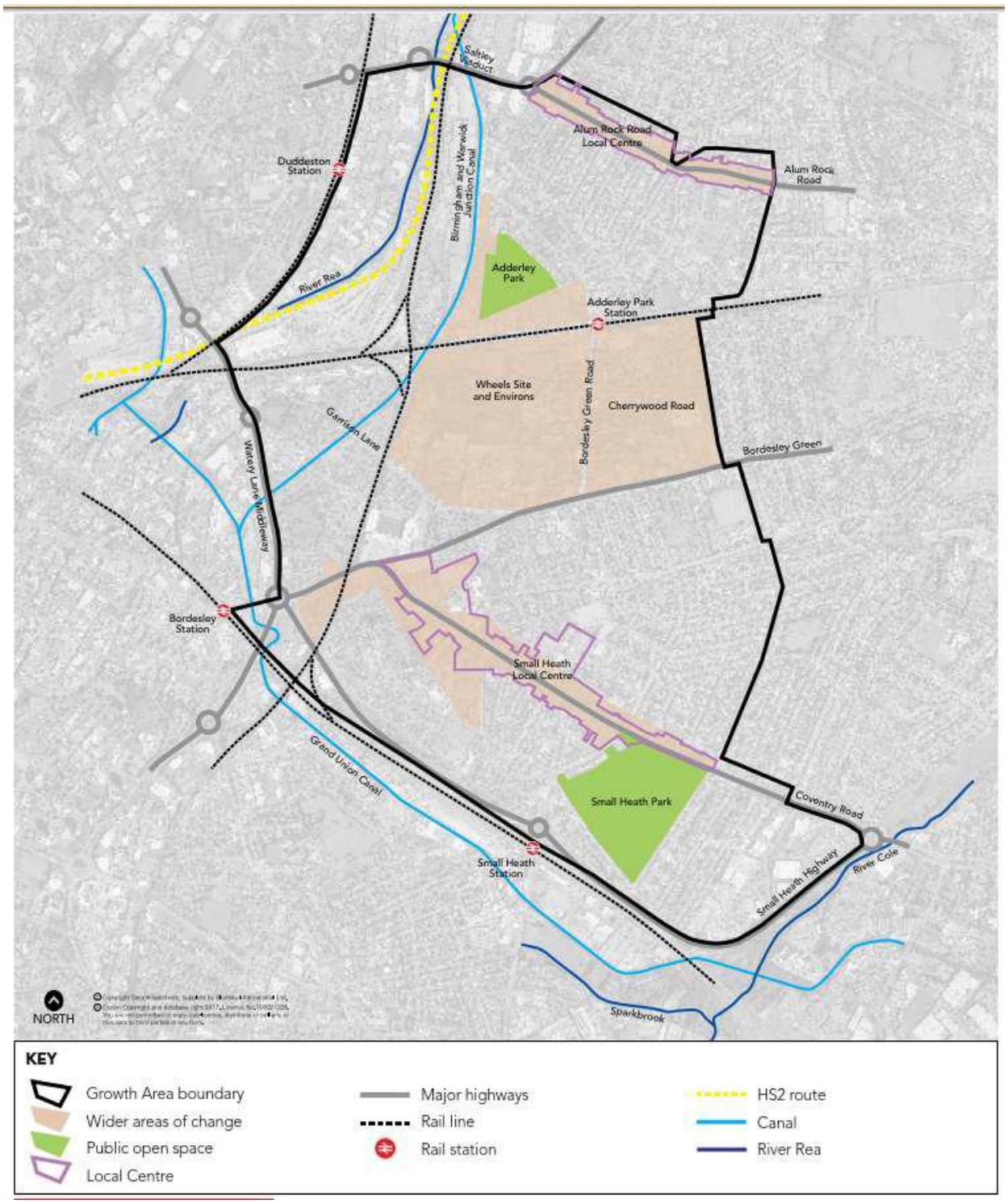
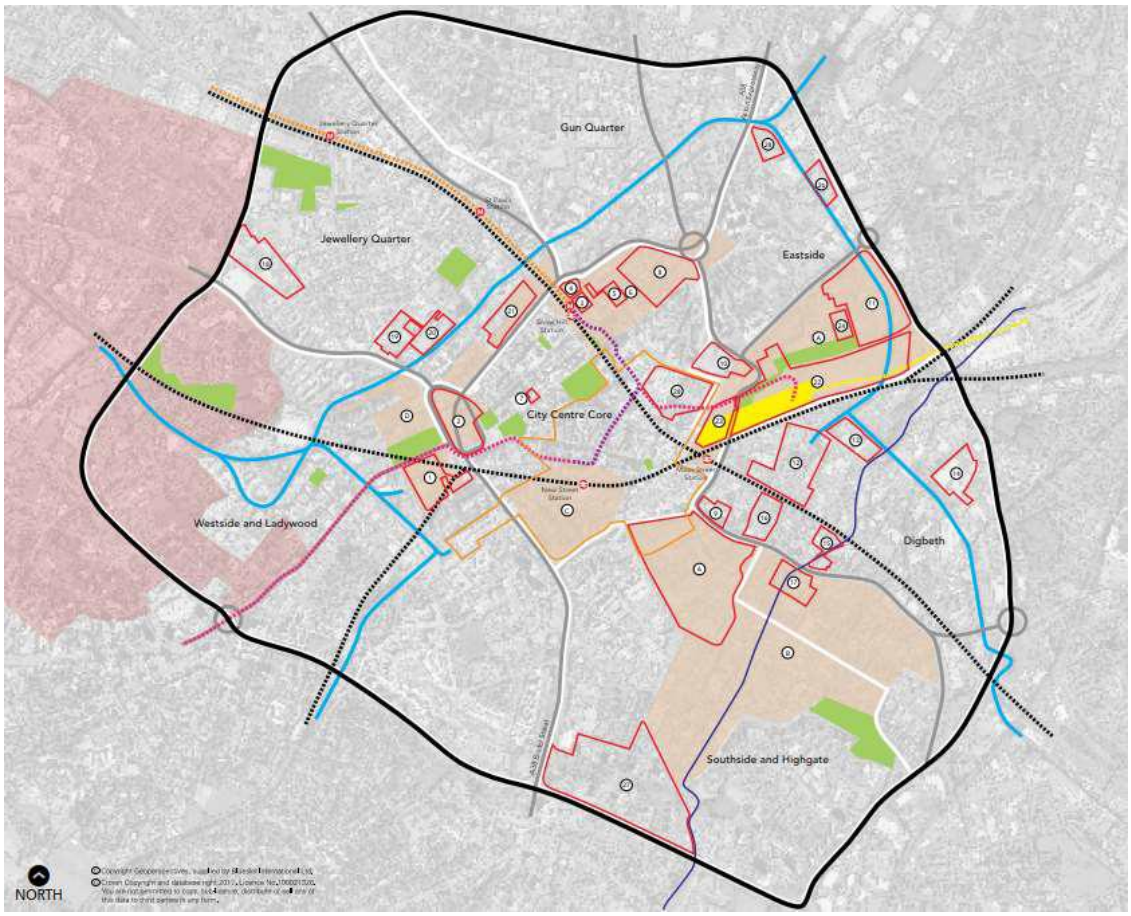


Figure 18: Bordesley Park Spatial Plan. Source: Birmingham Development Plan 2017

Bordesley station lies to the west of the A4540 Middleway just inside the City Centre zone. Figure 19 below shows the spatial plan for the City Centre. Bordesley station is not shown. The development areas are to the northwest and closer to the main stations including the HS2 Curzon Street new station, currently under construction.



KEY

- Growth Area
- Development sites
- Wider areas of change
- Public open space
- City Centre Quarters
- Major highways
- Rail
- Rail station
- Metro
- Metro station
- Metro (due to open 2015)
- Proposed Metro extension
- HS2 route/terminus
- Canal
- River Rea
- Greater Icknield GA
- City Centre Retail Core

Wider areas of change

- (A) Eastside
- (B) Southern Gateway
- (C) New Street Station
- (D) Westside
- (E) The Snow Hill District

City Centre Enterprise Zone Sites

Major Sites

- (1) Arena Central
- (2) Paradise Circus
- (3) Snowhill Building 2
- (4) Snowhill Building 3
- (5) Post and Mail
- (6) Southern Gateway
- (7) 103 Colmore Row
- (8) Birmingham Children's Hospital
- (9) Beorma
- (10) Masshouse (Phase 2)
- (11) Eastside Locks

Digbeth

- (12) Typhoo Wharf
- (13) Warwick Bar
- (14) Great Barr Street
- (15) Custard Factory Extension
- (16) Smithfield Court
- (17) Connaught Square

Jewellery Quarter

- (18) St Georges Urban Village
- (19) University College Birmingham
- (20) Newhall Square
- (21) Ludgate Hill

Eastside

- (22) Curzon Park
- (23) City Park Gate
- (24) Birmingham City University Campus

Birmingham Science Park

- (25) Digital Plaza
- (26) Venture Way

Other Major Development Site

- (27) Bristol Street and St Lukes
- (28) Martineau Galleries

Figure 19: City Centre Spatial Plan. Source: Birmingham Development Plan 2017

Overall, the immediate catchment area of Bordesley station contains relatively little development change and, as noted elsewhere, the presence of high frequency bus services and future West Midlands Metro line mean that the contribution of retention of the station to the delivery of the Spatial Plan is neutral.

Impacts		Summary of key impacts	Assessment			Qualitative	Monetary	Distributional
			Quantitative				£(NPV)	7-pt scale/ vulnerable grp
Economy	Business users & transport providers	Bordesley user benefits slightly offset by existing users experience slight dis-benefit from rail service which calls at Bordesley slightly increasing journey time. Existing users will experience less reliable service calling at Bordesley on busy match days, partly offset by additional Bordesley users experiencing more reliable transport mode over bus & car journeys	Value of journey time changes (£)			Slight Beneficial	62.3k	Slight Beneficial
			Net journey time changes (£)					
			0 to 2min	2 to 5min	> 5min			
			£ 62,316					
	Reliability impact on Business users					Moderate Adverse		
	Regeneration					Neutral		
	Wider Impacts	Retention of Bordesley station adversely affected delivery of MRH which will deliver significant wider impacts				Neutral		

Table 4: Appraisal Summary - Economy

Impacts		Summary of key impacts	Assessment			
				Qualitative	Monetary	Distributional
			Quantitative		£(NPV)	7-pt scale/ vulnerable grp
Environmental	Noise	Slight beneficial impact from fewer car journeys as result of mode split by users offset by adverse impact from other users switching to cars		Neutral	0.5k	Neutral
	Air Quality	Slight beneficial impact from fewer car journeys as result of mode split by users offset by adverse impact other users switching to cars		Neutral	2.8k	Neutral
	Greenhouse gases	Slight beneficial impact from fewer car journeys as result of mode split by users offset by adverse impact other users switching to cars	Change in non-traded carbon over 60y (CO2e)	Neutral	2.1k	
			Change in traded carbon over 60y (CO2e)			
	Landscape	No significant impact		Neutral		
	Townscape	Slight negative impacts of wider viaduct closer to developments & new shelter & lifts on viaduct		Slight Adverse		
	Historic Environment	No significant impact		Neutral		
	Biodiversity	No significant impact		Neutral		
	Water Environment	No significant impact		Neutral		

Table 5: Appraisal Summary - Environment

Impacts		Summary of key impacts	Assessment				Qualitative	Monetary	Distributional
			Quantitative					£(NPV)	7-pt scale/ vulnerable grp
Social	Commuting & Other users	Benefits slightly offset by existing users slight dis-benefit calls slightly increasing journey time	Value of journey time changes (£)				Moderate Beneficial	1.9m	Moderate Beneficial
			Net journey time changes (£)						
			0 to 2min	2 to 5min	> 5min				
			£ 1,919,483						
	Reliability impact on Commuting & Other users	Existing users less reliable service match days, partly offset by new users more reliable mode over bus & car					Moderate Adverse		
	Physical activity	No significant impact					Neutral		
	Journey quality	Benefits new users offset by lost existing extra stop					Slight Adverse		
	Accidents	Slight decrease road accidents from net modal shift					Slight Beneficial	16.6k	Slight Beneficial
	Security	Slightly better station CCTV & facilities. Lifts safer access platforms than stairs					Slight Beneficial		Slight Beneficial
	Access to services	Better access services matchdays					Neutral		Neutral
	Affordability	No change					Neutral		Neutral
	Severance	No impact					Neutral		Neutral
	Option and non-use values	400 homes better access closer station - though Moseley station option earlier					Neutral		

Table 6: Appraisal Summary - Social

Impacts		Summary of key impacts	Assessment			
				Qualitative	Monetary	Distributional
			Quantitative		£(NPV)	7-pt scale/ vulnerable grp
Public Accounts	**Cost to Broad Transport Budget**	**Significant additional capital costs for the MRH project**		**Large Adverse**	**-67.8m**	
	Indirect Tax Revenues	Benefits to government of additional car use as a result of lost through rail journeys offset by reductions in car use by additional Bordesley station users on matchdays.		Slight Beneficial	23.8k	

Table 7: Appraisal Summary - Public Accounts

Costs and benefits

This section uses the Department for Transport's (DfT) transport analysis guidance, WebTAG to conduct an economic appraisal of the costs and benefits of retaining passenger services at Bordesley station. WebTAG guidance is available on GOV.UK

Table 8: Bordesley Station Retention: Efficiency of Transport Network impact (Positive numbers represent a cost, negative a benefit)

	All Modes	**Road Other Users**	**Road New Users**	**Existing Station Users**	**Rail Total**	**Rail Existing Users**	**Rail Other Users**	**Rail New Users**
	Total	Cars, LGVs goods vehicles	Cars, LGVs goods vehicles	Cars, LGVs goods vehicles	Passengers			
Consumers - Commuting								
User benefits								
- travel time saving	331,219	-1,118	23,770	24,239	284,329		-63,341	347,669
- Vehicle op cost	-				-			
- user charges	-				-			
- during construction + maintenance	-				-			
Net Consumer Benefits (1a)	31,219	-1,118	23,770	24,239	284,329		-63,341	347,669
Consumers - Other								
User Benefits								
- travel time saving	1,588,264	- 5,553	64,025	120,392	1,409,401	839,348	-71,065	641,117
- Vehicle op cost	-				-			
- user charges	-				-			
- during construction + maintenance	-				-			
Net Consumer Benefits (1b)	1,588,264	- 5,553	64,025	20,392	1,409,401	839,348	- 71,065	641,117

Table 8 (continued): Bordesley Station Retention: Efficiency of Transport Network impact (Positive numbers represent a cost, negative a benefit)

Business								
User benefits								
- Travel time	62,316	-262	5,577	5,687	51,314		-11,431	62,745
- Vehicle op cost	-				-			
- Reduced absenteeism	-				-			
- user charges	-				-			
- during construction + maintenance	-				-			
Net Business User Benefits (2)	62,316	- 262	5,577	5,687	51,314	-	- 11,431	62,745
Private sect. provider impact								
- revenue	1,494,087				1,494,087	844,576	-61,278	710,788
- op cost	- 545,286				545,286			
- investment cost	-				-			
- Op cost Transfer from TOCs (100% to government)	545,286				545,286			
- revenue transfer	- 1,494,087				- 1,494,087			
Sub total (3)	-	-			-			
Other impacts								
- Developer contribution (4)								
Net bus. impact (5 = 2+3+4)	62,316	- 262	5,577	5,687	51,314			
Total, PV of transport econ eff. Benefits (6 = 1a + 1b + 5)	1,981,799							

Table 9: Bordesley Station Retention: Public Accounts Impact (Positive Numbers represent a cost, negative a benefit)

	All Modes	Road (Other Users)	Road (Bordesley Users)	Existing Station Users	Rail
	Total	Infrastructure	Infrastructure		
Local government funding					
- Direct Revenue	-				
- Operating costs	-				
- Investment costs	- 438	10	-219	-230	
- Developer and others	-				
- Grant/Subsidy (k)*	-				
- Revenue transfer	-				
Net (7)	- 438	10	- 219	- 230	-
Central government funding: Transport					
- Direct Revenue	-				
- Operating costs	-				
- Investment costs (a)	-				
- Developer and other contributions (c)	-				
- Grant/Subsidy (b)	-				
Private sector (d)	-				
Net investment costs to central government (=a-b-c-d)	-				
Revenue transfer to government	- 1,494,087				-1,494,087
Opcost transfer from TOCs	545,286				545,286
Infrastructure cost savings	68,704,882				68,704,882
Net (8)	67,756,082	-	-	-	67,756,082
Central government funding: Non-Transport					
Indirect tax Revenues (9)	23,832	-550	11,698	2,685	
Totals					
Broad Transport Budget (10 = 7 + 8)	67,755,643				
Wider Public Finances (11 = 9)	23,832				

Bordesley Station Retention: Summary of Monetised Costs and Benefits

Value for money categories (before inclusion of non-monetised impacts)

VfM Category Implied by:

Very High	BCR greater than or equal to 4	Low	BCR between 1 and 1.5
High	BCR between 2 and 4	Poor	BCR between 0 and 1
Medium	BCR between 1.5 and 2	Very Poor	BCR less than or equal to 0

Appraised benefits are typically separated into user benefits (monetised journey time savings, monetised performance or reliability benefits) and non-user benefits (monetised journey time savings for road users and reductions in emissions and noise as road users switch to rail meaning roads becomes less congested).

Increased revenue generated by additional journeys is netted off the cost to government, so does not show up in the present value of benefits.

Table 10: Summary of Monetised Costs and Benefits (Positive Numbers represent a cost, negative a benefit)

	Total	Road (Other Users)	Road (Bordesley Users)	Existing Station Users	Rail
Noise	541	-13	278	276	
Local air quality	2,880	-69	1,474	1,475	
Greenhouse gases	2,080	-50	1,066	1,065	
Journey ambience (incl. rolling stock quality, and in vehicle crowding)	-				
Accidents (incl. safety)	6,558	-398	8,468	8,488	
Physical Fitness	-				
Economic Efficiency: Consumers Users (Commuting) (1a)	331,219	-1,118	23,770	24,239	284,329
Economic Efficiency: Consumers Users (Other) (1b)	1,588,264	-5,553	64,025	120,392	1,409,401
Economic Efficiency: Business users and providers (5)	62,316	-262	5,577	5,687	51,314
Wider Public Finances (indirect Taxation Revenues (-11)	23,832				
Reliability (incl. performance & reliability)	-				
Option values	-				-
Interchange (station quality and crowding)	-				
Wider Impacts	-				
Present Value of Benefits (PVB) (sum all benefits - 11)	1,980,026		Net Present Value (NPV)		-65,775,617
Present Value of Costs (PVC) (10)	-67,755,643		Benefit to Cost Ratio (BCR)		0.03

The retention of Bordesley station in the context of the Midlands Rail Hub has a BCR of 0.03 representing very poor Value for Money.

Bordesley station does not serve any markets that could not otherwise be served and in some cases improved by existing and proposed future bus services (including Sprint bus-rapid transit), the West Midlands Metro Eastside extension to Digbeth (and now funded extension to Bordesley Green), Small Heath station and sustainable transport modes such as walking and cycling.

Annex B: List of those consulted

The following stakeholders have been sent a copy of this consultation document and invited to respond:

Birmingham Chamber of Commerce

Birmingham City Council

Birmingham City Football Club

Birmingham City FC Official Supporters Club

British Transport Police

Campaign for Better Transport

Campaign for Rail

Chiltern Railways

Colas Rail

DB Cargo Ltd

Direct Rail Services Limited

Disabled Persons Transport Advisory Committee

Freightliner Ltd

GB Railfreight Ltd

Locomotive Services Ltd

Midlands Connect

Network Rail

Office of Rail and Road

Rail Delivery Group

Rail Freight Group

Railfuture

Shabana Mahmood (MP) Birmingham Ladywood

Solihull Metropolitan Borough Council

Solihull and Leamington Rail Users Association

Shakespeare Line Rail Users Group

Stourbridge Line Users Group

Transport for West Midlands / West Midlands Combined Authority

Transport Focus

Transport for All

West Coast Railways

West Midlands Trains