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Midlands  
Rail Executive



Transport for  
West Midlands



West  
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Railway



Midlands Connect  
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HS2



Birmingham  
City Council

# Birmingham Moor Street Station

The vision -  
Initial concepts\_04

February 2019

GRIMSHAW GHA



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# Executive Summary

## — Birmingham Moor Street Station

The future operations and connectivity study of Birmingham Moor Street station is a once in a generation opportunity to radically transform the station in order for it to be fit for the future, offer a world class customer experience and integrate the station as a part of the wider city fabric. The rail industry and local authority vision for Birmingham Moor Street station was agreed at the Birmingham Moor Street / Curzon Street Working Group meeting on 9th May 2018, as follows -

*“To deliver a gateway station at Birmingham Moor Street, seamlessly integrated into the wider city fabric and transport network – particularly the new HS2 station at Curzon Street – that is accessible, sensitive to built heritage, safe and resilient. Birmingham Moor Street will be repurposed to accommodate higher passenger demand and offer a world class customer experience.”*

Looking at Birmingham Moor Street station today, it is clear that the existing station requires additional operational space to cope with the extra capacity associated with future demand.

The existing station suffers from overcrowding at both concourse and platform levels. The way in which passengers enter, exit and circulate within the station compounds and exacerbates these problems. The solution proposed moves the station away from an ‘end loaded’ model i.e. one that loads all passengers through one end of the station (The Moor Street Queensway end), to one which more evenly distributes passengers across the station and encourages platform spread. A new centrally located transfer deck combined with an enlarged concourse at Moor Street Queensway seeks to achieve this.

It is recognised that Moor Street Queensway will remain as a principal entrance and as such the concept proposed seeks to ease congestion at the existing entrance by enlarging the concourse space and introducing a new, additional eastern entrance from Moor Street Queensway, close to Station Square.

**A major station for the region, Birmingham Moor Street requires a radical, yet respectful approach to increasing station capacity. The station should deliver a world class environment whilst remaining integral to the ‘One Station’ approach.**

EXTRA PLATFORMS

2

MILLION PASSENGERS  
(2043)

12

METRES OF NEW  
CONCOURSE

1200

YEAR

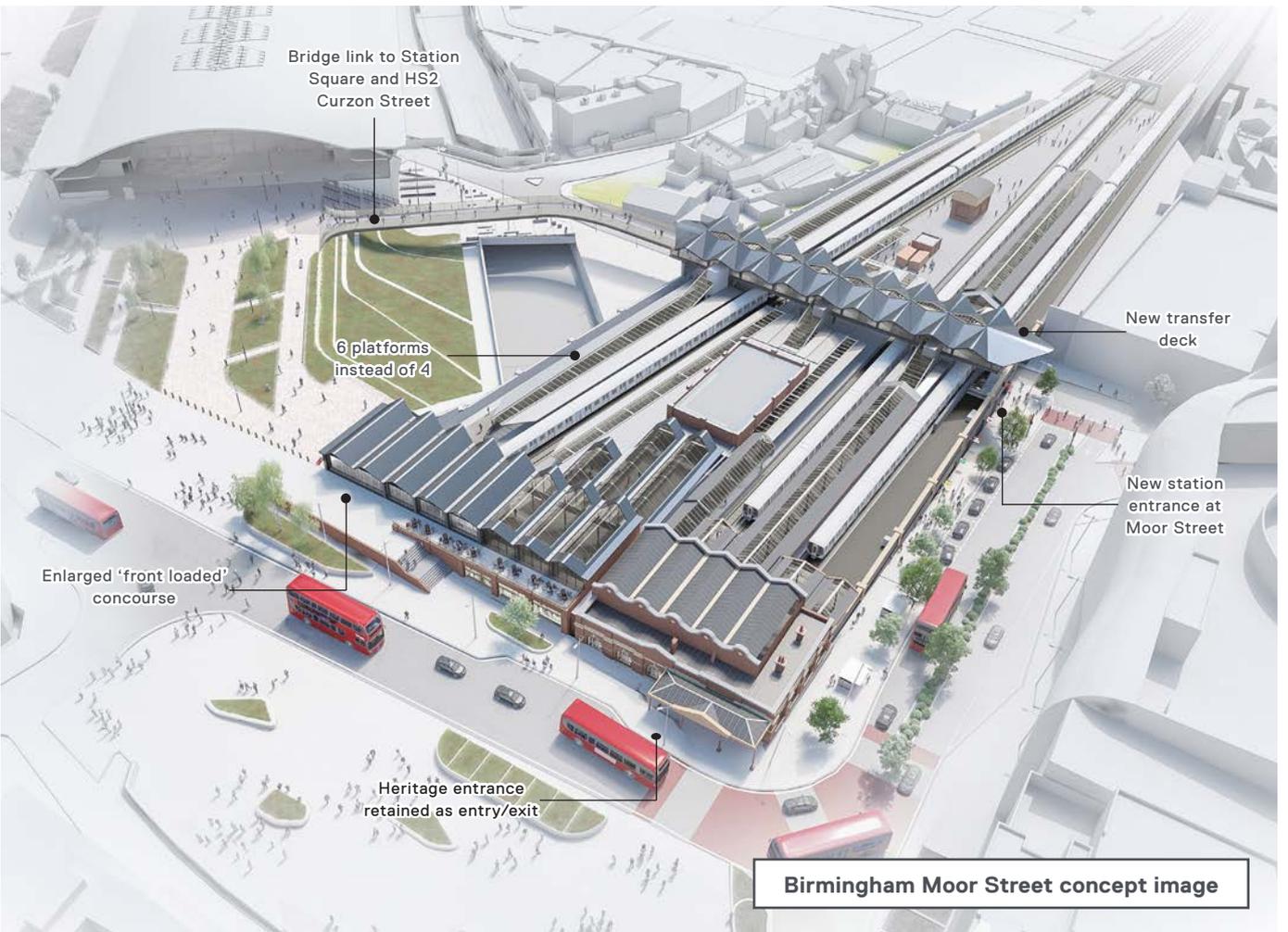
2026

The proposed Birmingham Moor Street Station solution has been integrated with the ‘One Station’ concept study. This study looks at the integration of Birmingham New Street, Moor Street and Curzon Street stations.

Identified within the study are four primary connecting routes between Stations. ‘Under’ - St Martins Queensway; beneath the Bullring, the most direct route between Moor Street and New Street Station. ‘Over’ - Swans Passage; a route through Rotunda Square with challenging level changes. ‘Around’ - Carrs Lane; a key route to the city centre, Snow Hill and New Street Station. ‘Integrated’ - Station Square; the world Class new arrival from HS2 Curzon Street Station connecting to Moor Street Station.

The aim of the study looks to enhance these routes to accommodate the evolving city, aiding passenger flow, increasing public realm, improving sight-lines and easing journeys to either New Street, Curzon Street, or other city destinations.

BIRMINGHAM MOOR STREET STATION

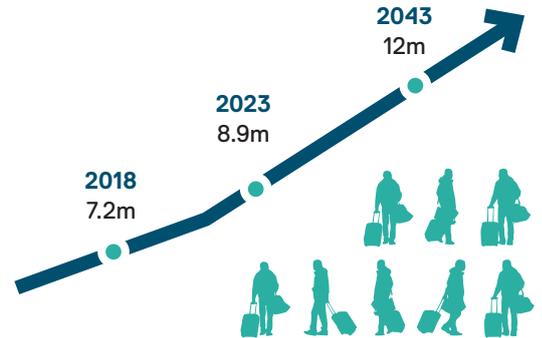




# Why?

## — More passengers

Birmingham Moor Street station is set to grow. The current footfall is 7.2m passengers per annum and is predicted to rise to 12m by 2043. The predicted footfall numbers exclude any increases associated with HS2 and Midlands Rail Hub growth. The arrival of HS2 in 2026 offers a unique opportunity to connect commuters and interchangers from the region to HS2 services and vice versa.

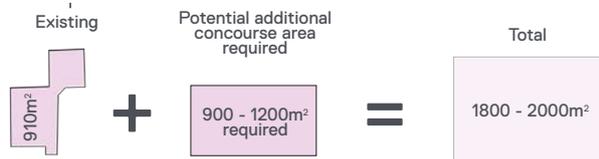


The increase in patronage will be felt both on the platform and within the stations dwell spaces. This section acts as a guide to basic benchmarking by looking at a number of existing stations with around 12m passengers (entries and exits, ORR statistics 2016-17 <sup>(2)</sup>) to provide a potential scale factor increase for the concourse spaces within Birmingham Moor Street Station.

Rank	Station	Passengers (2016)
29	Liverpool Lime Street	15.6m
30	Glasgow Queen Street	14.7m
31	Cardiff Central	12.5m
-	Birmingham Moor Street	12m (2043)
32	Farringdon	12m
33	Cambridge	11.4m

Using a 'rule of thumb' benchmarking, an approximate figure of 150m<sup>2</sup> for every 1m passengers was derived. This methodology would suggest the station might require around 2000m<sup>2</sup> of concourse in total i.e. an additional area of c. 900 - 1200m<sup>2</sup>.

	Birmingham Moor Street	Glasgow Queen Street	Farringdon	Liverpool Lime Street
Approx. Existing Area	910m <sup>2</sup>	2005m <sup>2</sup>	3856m <sup>2</sup>	2527m <sup>2</sup>
Approx. Passengers	12m (2043) <sup>(1)</sup>	14.7m <sup>(2)</sup>	27m (design year) <sup>(3)</sup>	15.6m <sup>(2)</sup>
A/P	-	143m <sup>2</sup> / 1m	143m <sup>2</sup> / 1m	163m <sup>2</sup> / 1m
150m <sup>2</sup> / 1m passengers - applied to 12m passengers at Birmingham Moor Street				



### Conclusion

An additional area of approximately 900 - 1200m<sup>2</sup> of concourse space could be required at Birmingham Moor Street to meet future demand.

# What has been considered?

## — Seven typologies

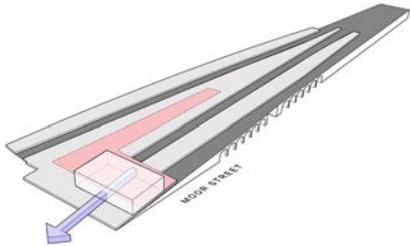
The foremost concern of this study is to increase the capacity of the station and its ability to accommodate and distribute passengers. As discussed at the outset of this study an additional 1200m<sup>2</sup> of concourse is required to be included in the station. The diagrams on this page show seven options for the integration of the additional concourse space.

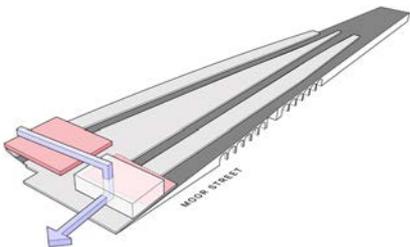
Each proposal looks at new concourse capacity together with distribution solutions. These options were sifted in the Rail Industry Working Group, some key factors in the decision rationale are listed below which allowed for the RAG (Red, Amber, Green) ratings as shown below:

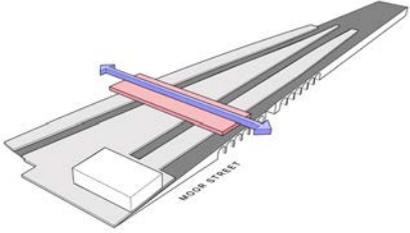
- No options should be progressed that do not use the existing concourse or heritage part of the station
- Options that do not improve the passenger distribution within the station are not to be progressed
- Options that do not create a direct link to Station Square should not be progressed

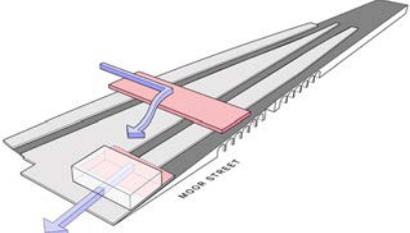
As a result of this process Scheme 04 was progressed as the skeleton scheme. Scheme 04 has the potential to best fulfill the objectives of the vision study due to its ability to link all platforms with a new deck, improve passenger distribution, create a direct link to station square, and its ability to link the station to a new concourse and entrance provision. Overleaf, how to achieve Scheme 04 is explored further.

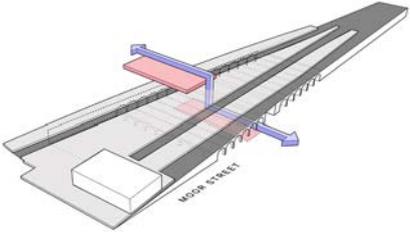
Sub-optimal	
Acceptable	
Optimal	

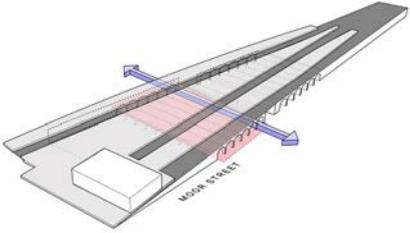
Scheme 01 - Extend existing concourse		
	Passenger experience	
	Sense of Arrival/Departure	
	Capacity/Distribution	

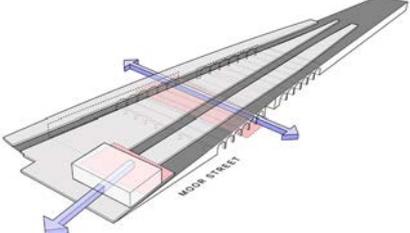
Scheme 02 - Corner concourse only		
	Passenger experience	
	Sense of Arrival/Departure	
	Capacity/Distribution	

Scheme 03 - Central concourse only		
	Passenger experience	Yellow
	Sense of Arrival/Departure	Teal
	Capacity/Distribution	Yellow

Scheme 04 - Central concourse + existing		
	Passenger experience	Teal
	Sense of Arrival/Departure	Teal
	Capacity Capacity/Distribution	Teal

Scheme 05 - Split concourse (above and arches) + existing		
	Passenger experience	Teal
	Sense of Arrival/Departure	Teal
	Capacity/Distribution	Yellow

Scheme 06 - Below concourse only		
	Passenger experience	Red
	Sense of Arrival/Departure	Yellow
	Capacity/Distribution	Teal

Scheme 07 - Below Concourse + Existing		
	Passenger experience	Teal
	Sense of Arrival/Departure	Yellow
	Capacity Capacity/Distribution	Teal

# — Concourse size and platform distribution options

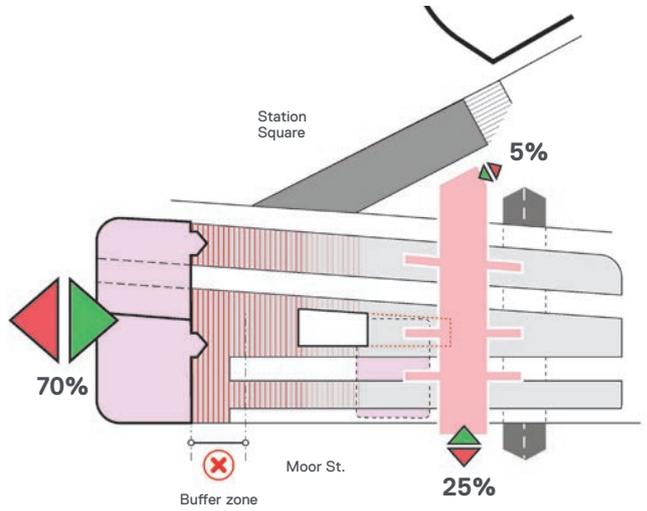
There are several ways of potentially increasing the existing concourse size at Birmingham Moor Street. During the concept design period, the following nine options were considered - note that all % figures are indicative and subject to verification at a later stage. All options require 2000m<sup>2</sup> total concourse space across the station.

## 1. Maximise the existing concourse

In this option, the new concourse provision is maximised to approximately 1400m<sup>2</sup> at the existing entrance. The additional 600m<sup>2</sup> required could be allocated within the arches below to serve passengers using the new transfer bridge. Without a direct connection at Station Square, usage of the entrance at Park Street would be limited due to the level changes and its less conspicuous location.

**This option was discontinued for the following reasons:**

- It increases the quantum of passengers being 'end loaded' at the station
- Lending to likelihood of continued congestion at one end of the station
- Passenger distribution poor

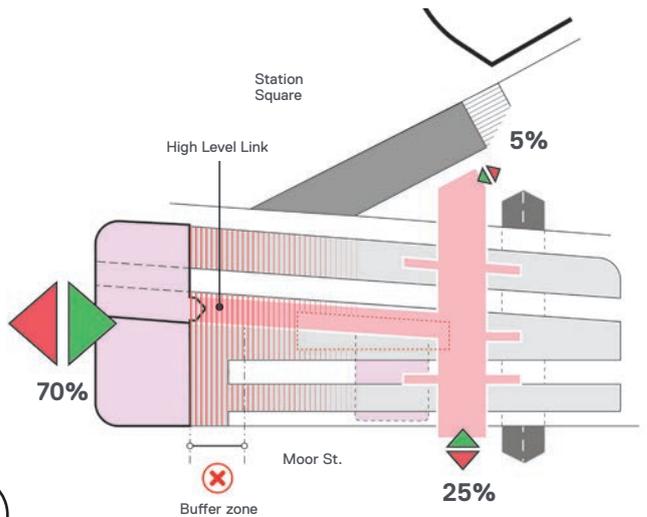


## 2. Maximise the existing concourse and distribute passengers centrally at high level

This options requires the expanded concourse as above, however, it could remove the platform congestion issues away from the station entrance end by introducing a high level link. A new north/south aligned deck connects the 'maximised existing' concourse and the central transfer deck allows entry at the 'front', but passengers are forced on a longer journey, which brings them down centrally within the station, improving distribution.

**This option is technically viable and does have some benefits. In particular (as per option 1), it can be delivered wholly on NR land. However, the existing buffer clearances are unimproved and there is still the potential for congestion at one end of the station. This option is viable, but parked at this stage.**

- Buffer risk zone compliance remains unimproved
- Likelihood of continued congestion at one end of the station

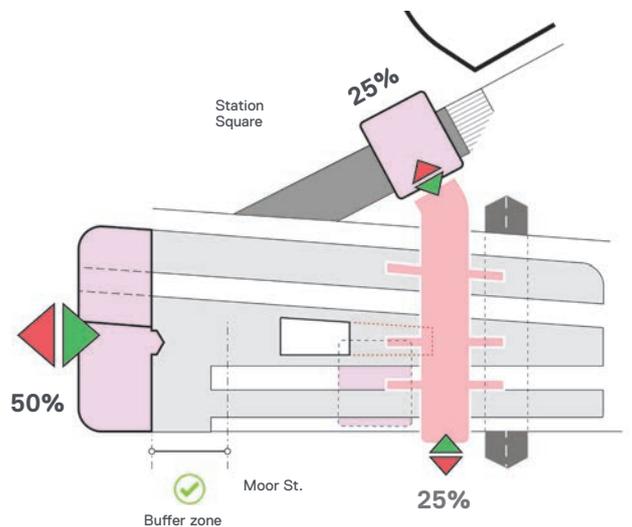


## 3. Relieve pressure on the existing concourse

This solution looks to divert a proportion of all passengers (whether exit or entry) away from the congested end of the station and distribute them centrally. This option splits the concourse/dwell provision more evenly across the station and its entrance locations. In this instance, it is believed that the current non-compliance for buffer stop clearance zones can be improved. This option has been progressed for the purposes of this report.

**This option is viable and is the preferred option illustrated throughout this document.**

- New system working to relieve congestion at the front of the station.
- Buffer stop risk zone improved
- Station capacity spread more evenly across the site.



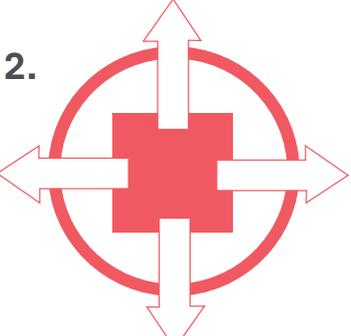


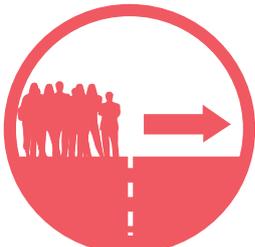
# Key Considerations

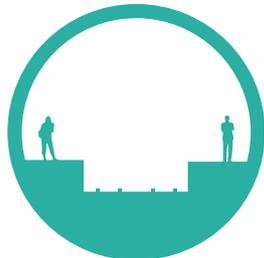
## — Station moves

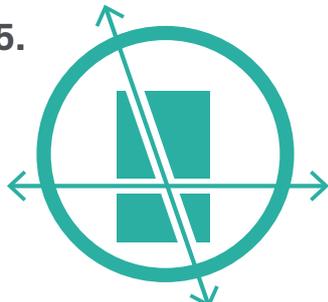
Due to the predicted future increase of passenger numbers at Birmingham Moor Street, a number of existing issues have had to be addressed within this study whilst also addressing future opportunities to maximise the benefits of any development. The icons below summarise those key moves, the red icons are reactive, whilst the green look at opportunities.

1.  **Ease platform congestion**

2.  **Expansion of the concourse**

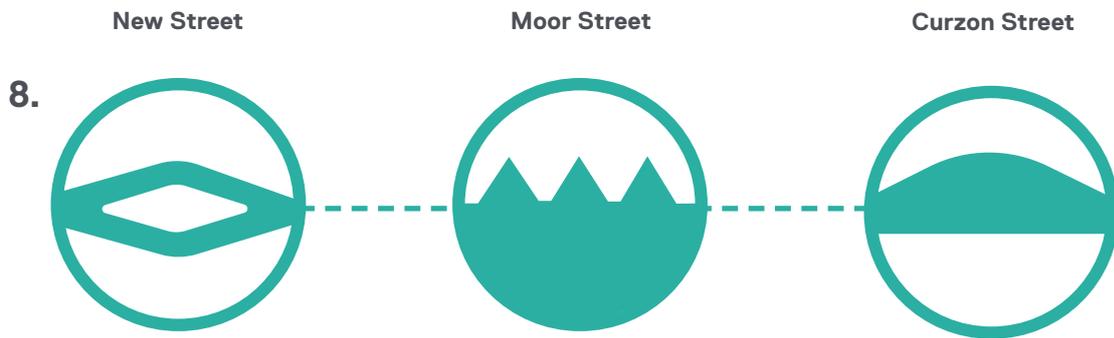
3.  **Improve passenger distribution**

4.  **Additional platform capacity (two new platforms)**

5.  **Create better urban connections and links across the railway to reduce urban severance**

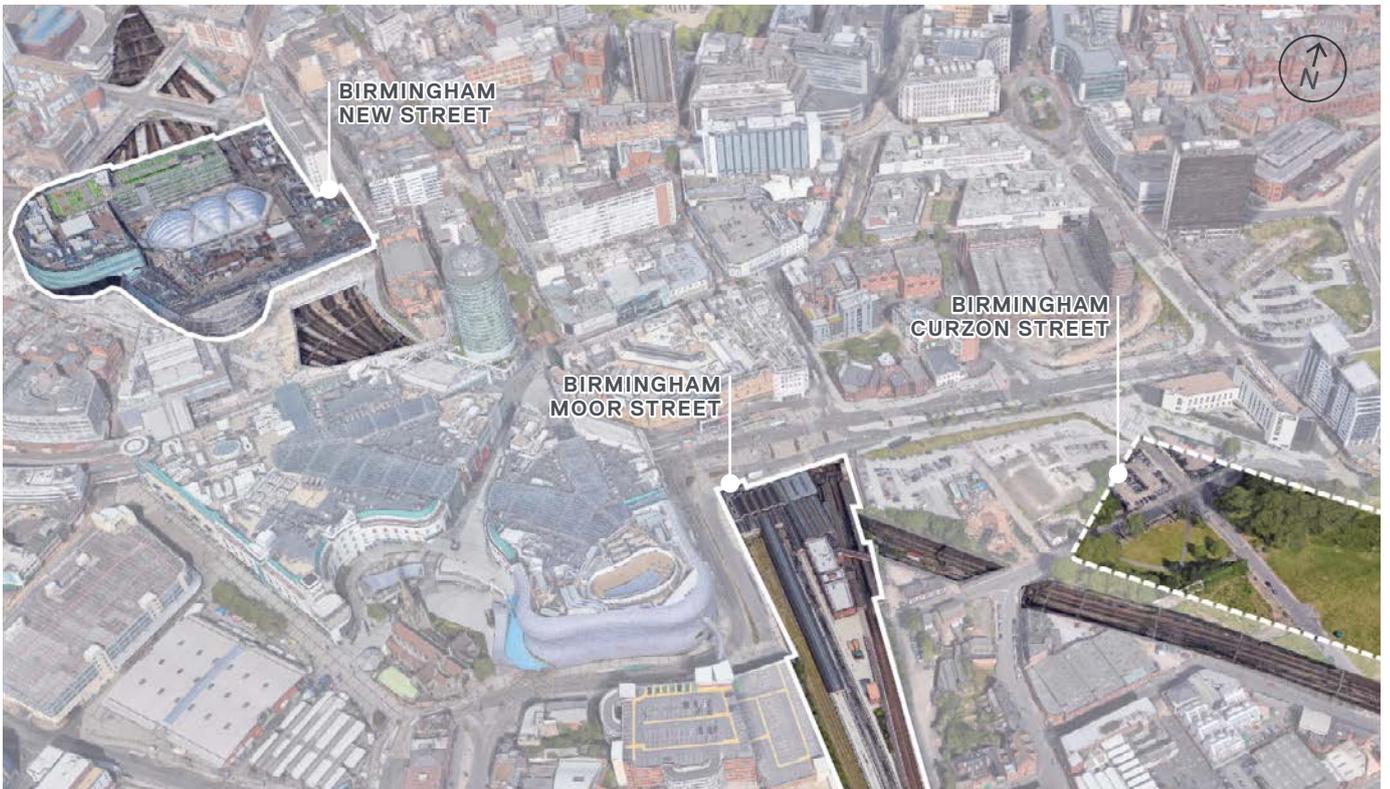
6.  **A 360 degree station improving permeability and links to Digbeth and Smithfield**

7.  **Ease of interchange to HS2 Curzon St**



One key opportunity raised within this document is the creation of 'One Station' across Birmingham by linking Birmingham New Street, Moor Street and Curzon Street stations.

(4)

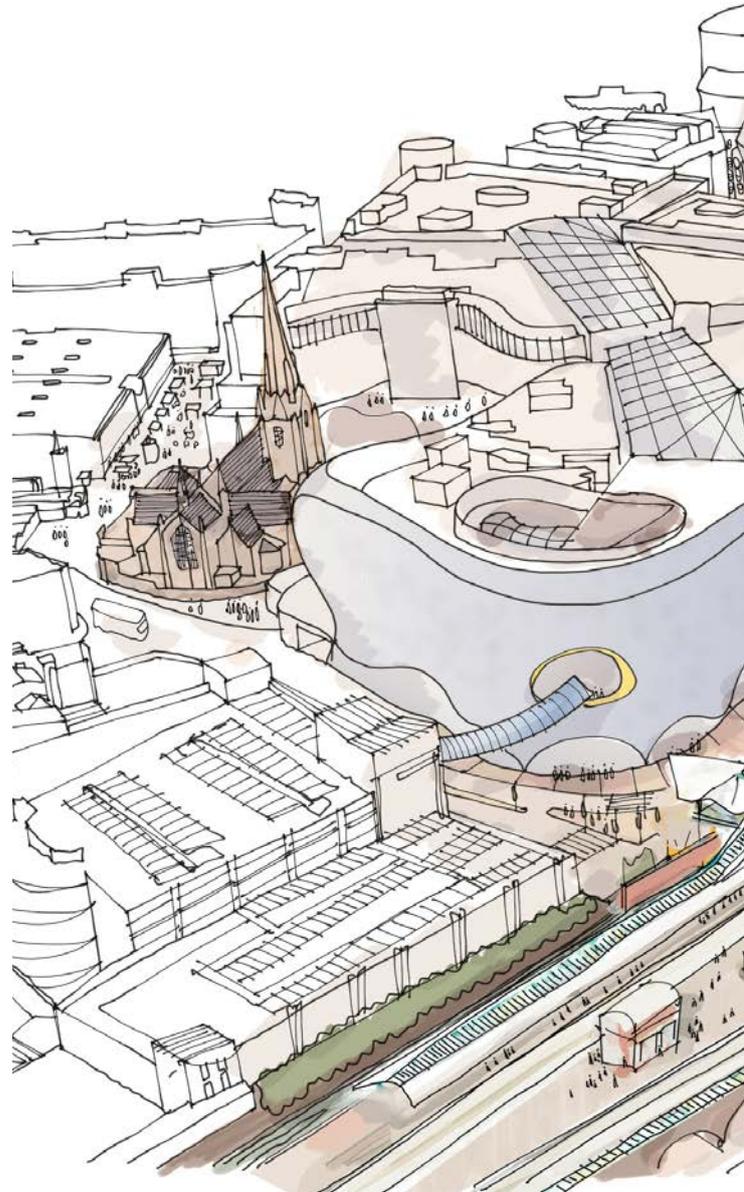


# The Opportunity

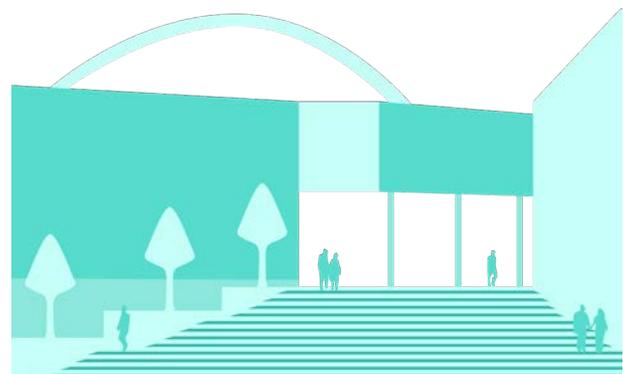
## — One interchange one city

Birmingham is undergoing an unprecedented time of transformation within its history. The Big City Plan as well as the sustainable enactment of the Clean Air Zone are anchored around the opportunities provided by a transformed, interconnected railway.

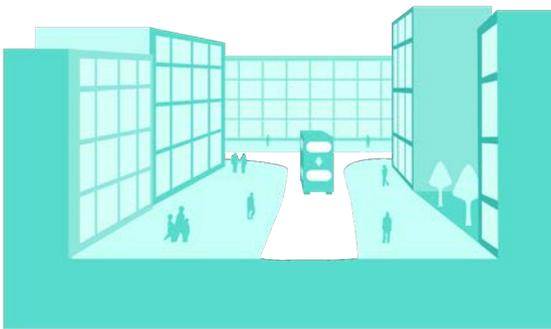
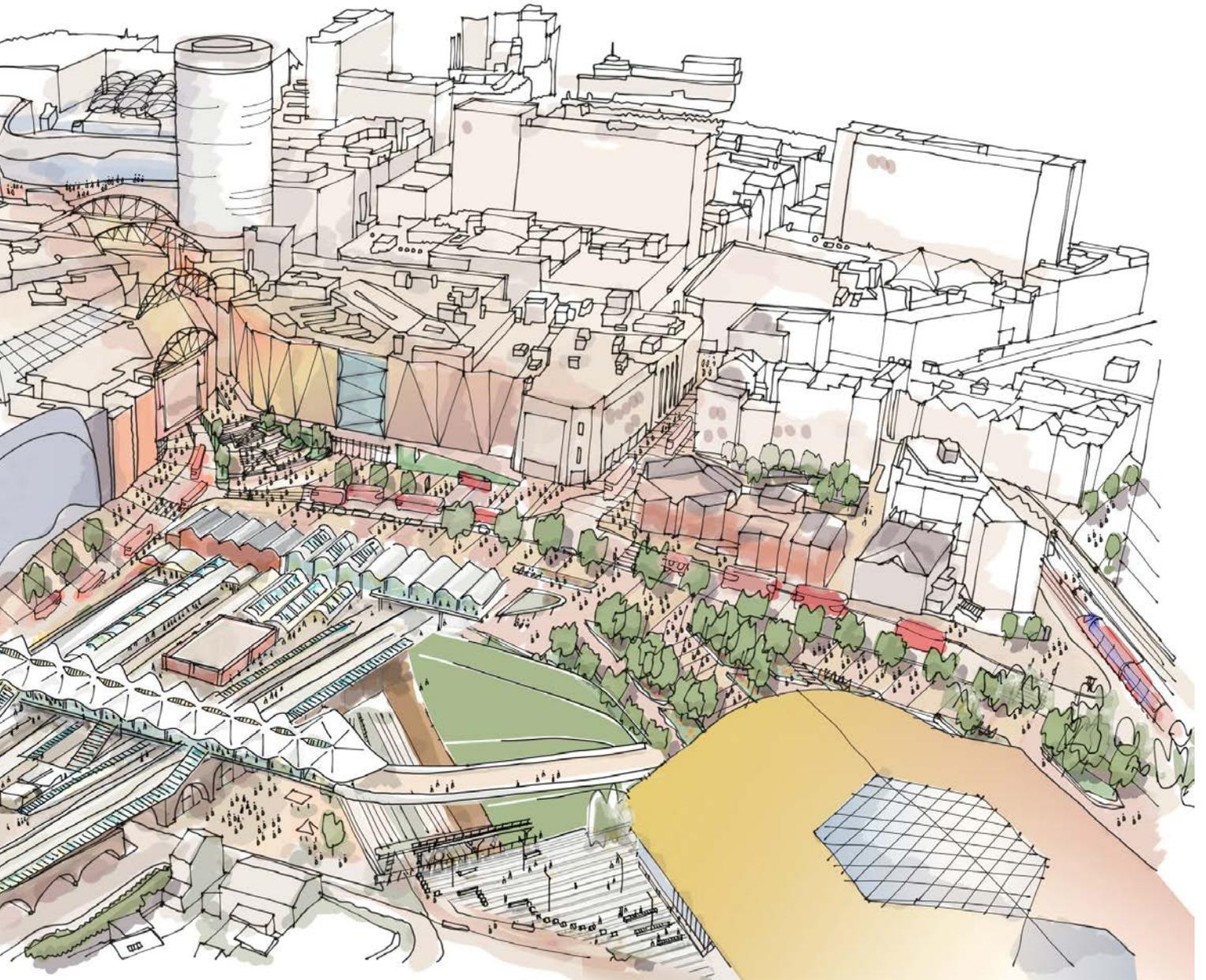
Moor Street Station is central to the city's growth and sits as a hub to the surrounding infrastructure and future built environment. To realise its key role within the city's transformation the study proposes four distinct connections to be re-imagined.



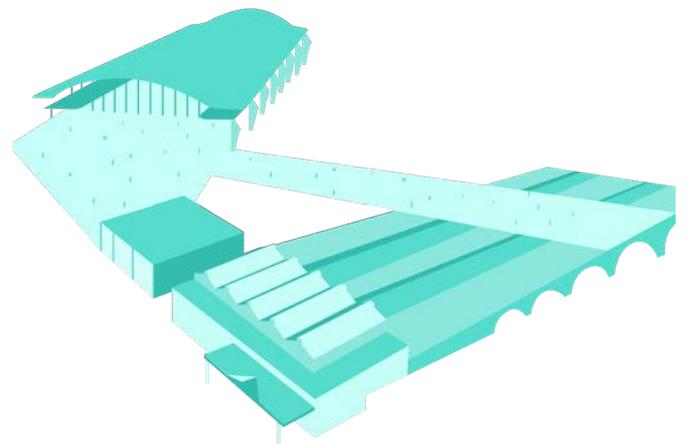
**Under** A revitalised St Martin's Queensway connection to New Street Station - safe, direct and well lit



**Over** New public realm to Swan Passage connecting New Street and the Bullring to Moor Street Station



**Around** Wider footpaths and new landscape along Carrs Lane connecting Moor Street to the City centre and other stations



**Integrated** Opening Moor Street station 360 degrees to Digbeth, Smithfield, the City and HS2 Curzon Street

# Connections within an evolving city

Within a 1km radius of Moor Street Station new designs are coming forward for Martineau Galleries, Exchange Square, Birmingham City University, Typhoo Wharf, the Digbeth Masterplan, the Eastside City Masterplan, Beorma Quarter and the BCC Smithfield Masterplan. These plans will positively remap the city's residential demographic and working opportunities - with much wider regional growth and transport opportunities as a result.

Creating direct, attractive and environmentally sensitive links between the core city stations is central to realising the opportunities for Moor Street as a major transport interchange. Maximising and strengthening pedestrian and cycling links is paramount alongside the opportunity to achieve the National Implementation Plan for the Accessibility of the UK Rail System for Persons with Disabilities and Persons with Reduced Mobility requirements (PRM) - all of which will play a key part in the integration of a holistic and future-ready railway interchange for Birmingham.

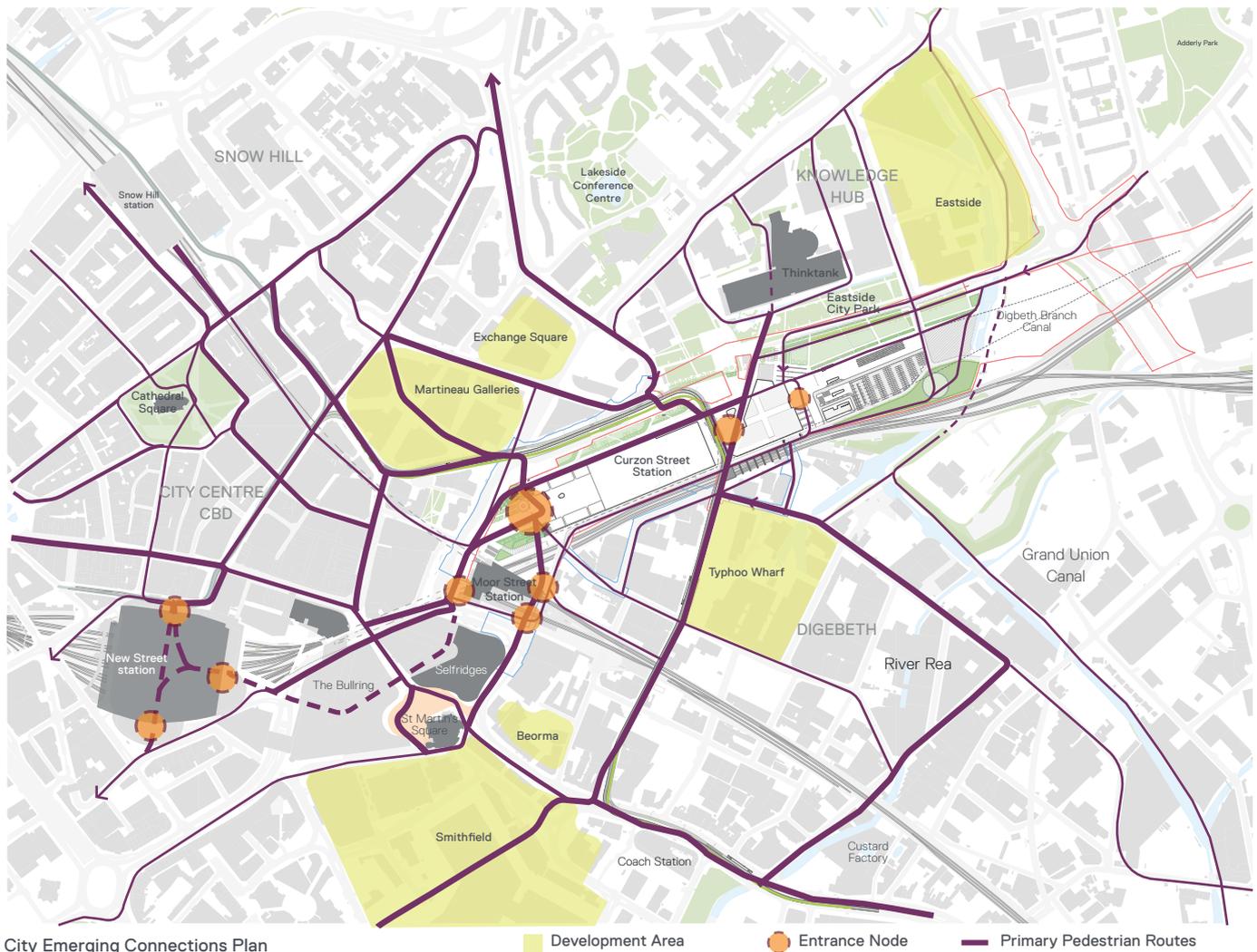
Within the UK the opportunity for Moor Street's connectivity is also unique, owing to the relatively small distances between stations. Mapping station adjacencies within the UK, the link between Moor Street and New Street is:

- 375m - **Under** - St Martin's Queensway;
- 410m - **Over** - Swan Passage, and;
- 600m - **Around** - via Carrs Lane.

Comparable to other heavily trafficked UK station interchanges such as:

- 568m - Glasgow Central - Glasgow Queens Street;
- 839m - London Euston - Kings Cross;
- 1.5Km - Manchester Piccadilly - Manchester Victoria.

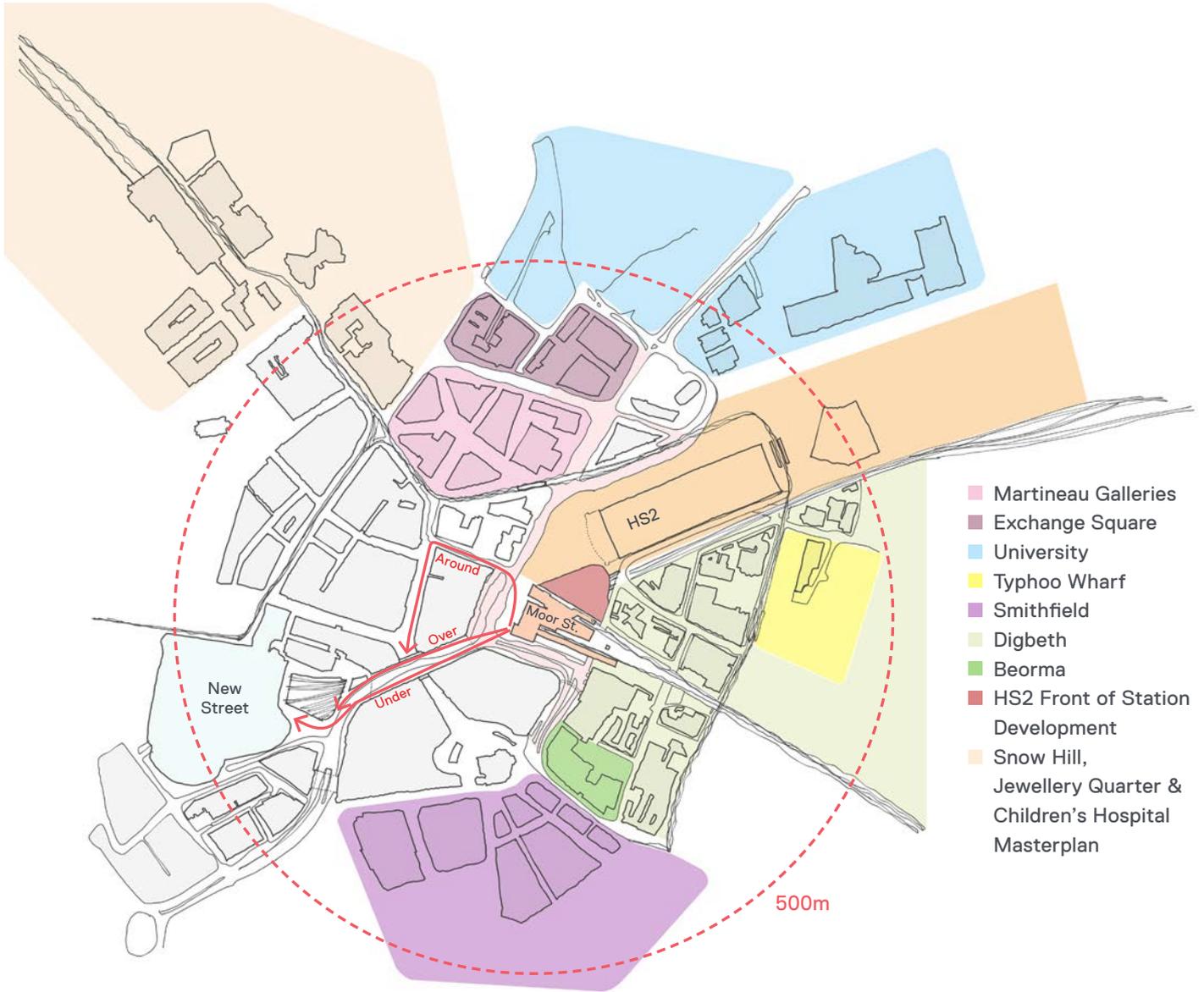
Moor Street Station within the emerging city context is illustrated below and adjacent.



City Emerging Connections Plan

- Development Area
- Entrance Node
- Primary Pedestrian Routes

BIRMINGHAM MOOR STREET STATION



Emerging City Developments Plan



Existing Pedestrian Movement Intensity



Proposed Pedestrian Movement Intensity

# The Opportunity

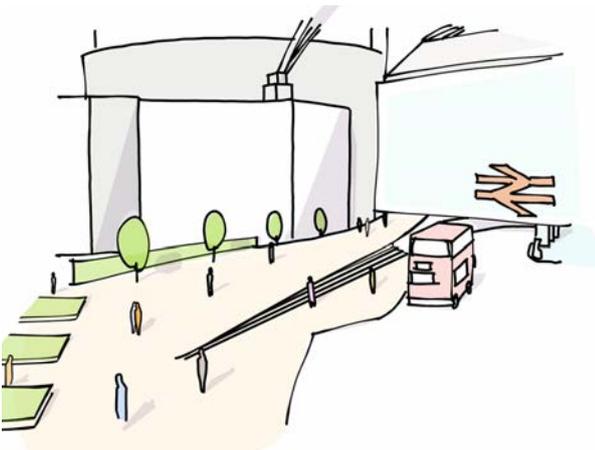
## – Eight key moves



**01** Widen pavements around Moor Street Station to accommodate increased passenger numbers



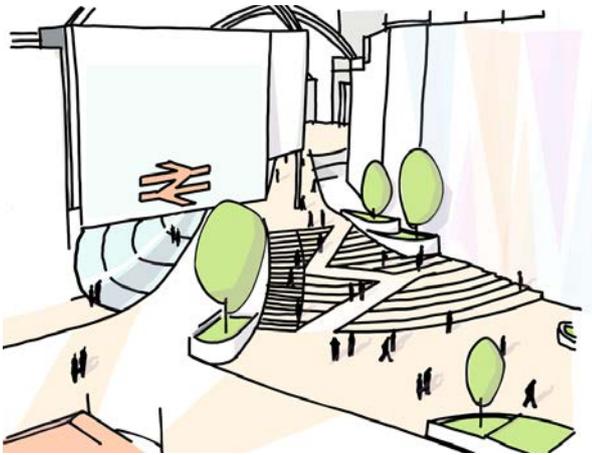
**02** Create a transformed St Martin's Queensway link: safe, well lit and direct route between stations



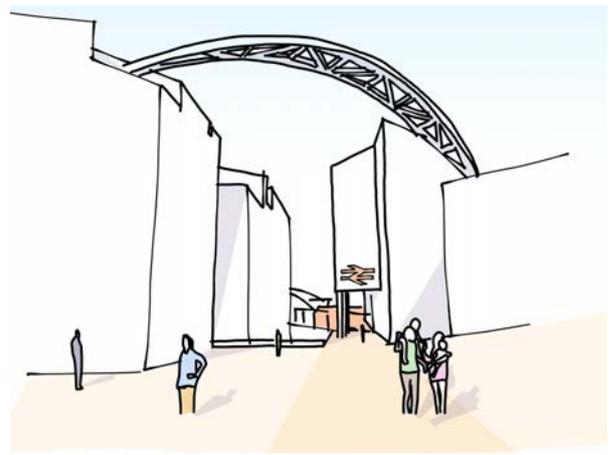
**05** Introduce a ramped route from Rotunda Square to New Street Station; easing passengers journeys



**06** Uplift Carrs Lane to make pedestrian and cycling connections to the city centre, New Street and Snow Hill easier



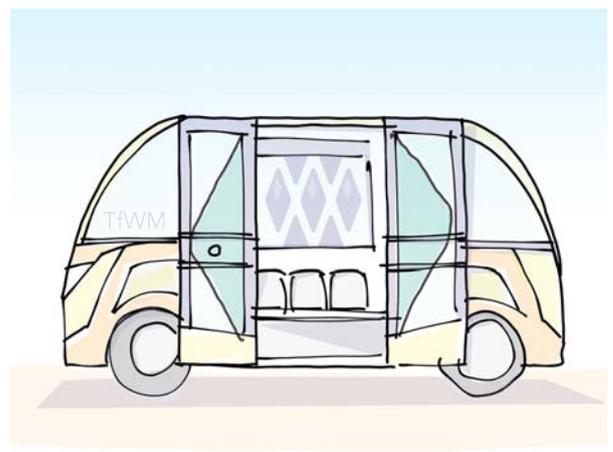
**03** New public realm to Swan Passage with steps and a ramp towards Rotunda Square



**04** Create an unimpeded sightline from Rotunda Square to Moor Street Station by the removal of a retail unit



**07** Join Moor Street Station and HS2 Curzon Street Station through a world-class Station Square



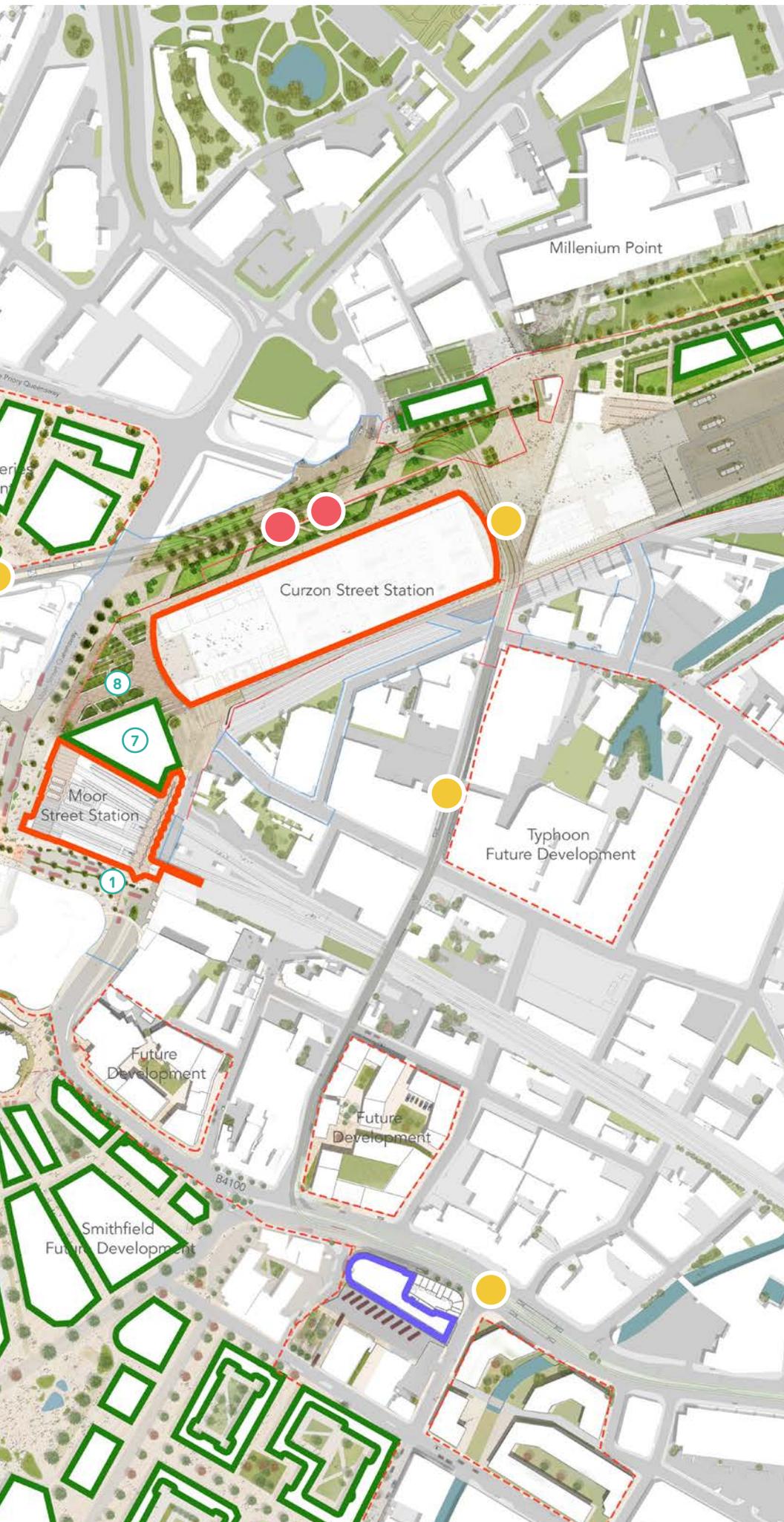
**08** Integration of PRM and electric shuttle vehicles between stations with induction charging and provisions for future passenger needs

# The Vision

— Birmingham railway interchange; one great railway journey



- Rail Stations
- Future Masterplan
- Coach Stations
- Sprint Stops
- Tram Stops



**01** Widen pavements around the station and open up a new station aspect to Smithfield and Digbeth to the south.

**02** Create a transformed St Martin Queensway link

**03** New public realm to Swan Passage

**04** Create an unimpeded sight-line

**05** Introduce a ramped route from Rotunda Square

**06** Uplift Carrs Lane to provide pedestrian and cycling connections

**07** Join Birmingham Moor Street Station with HS2 Curzon Street

**08** PRM and electric vehicle shuttles between stations

# Birmingham Moor Street Station

## — Two new platforms

The Midlands Rail Hub proposals will see an increase in train services and passenger numbers at Birmingham Moor Street which will require the opening of two new platforms, with at least one needing to be newly constructed. The platform solution shown within this vision document will require rail engineering analysis to verify its constructibility, timetable and routing compatibility.

The proposal requires that there are six platforms at a future Birmingham Moor Street station. This vision study does not illustrate platform 6 or -1, instead showing 5 and 0. The selection of these platforms is based solely on illustrating a platform on each side of the station, not which platforms are most viable, this is currently unknown.

This study shows the following platforms in use -

- Platform 0** - a new platform to the east of the viaduct
- Platform 1** - existing platform 1
- Platform 2** - existing platform 2
- Platform 3** - existing platform 3
- Platform 4** - existing platform 4
- Platform 5** - existing platform 5 (brought back into use and widened)

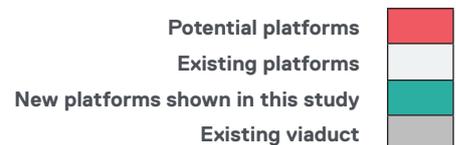
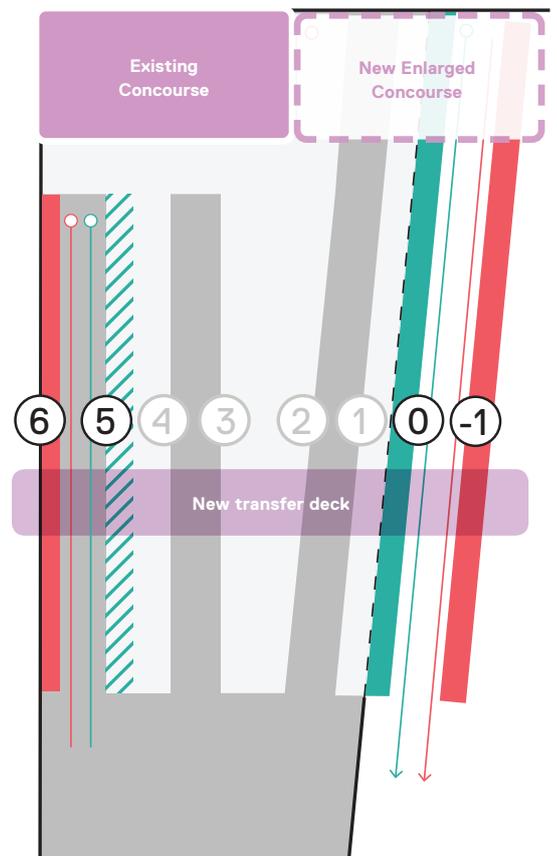
Below highlights some of the key features of each new platform:

### Platform 5

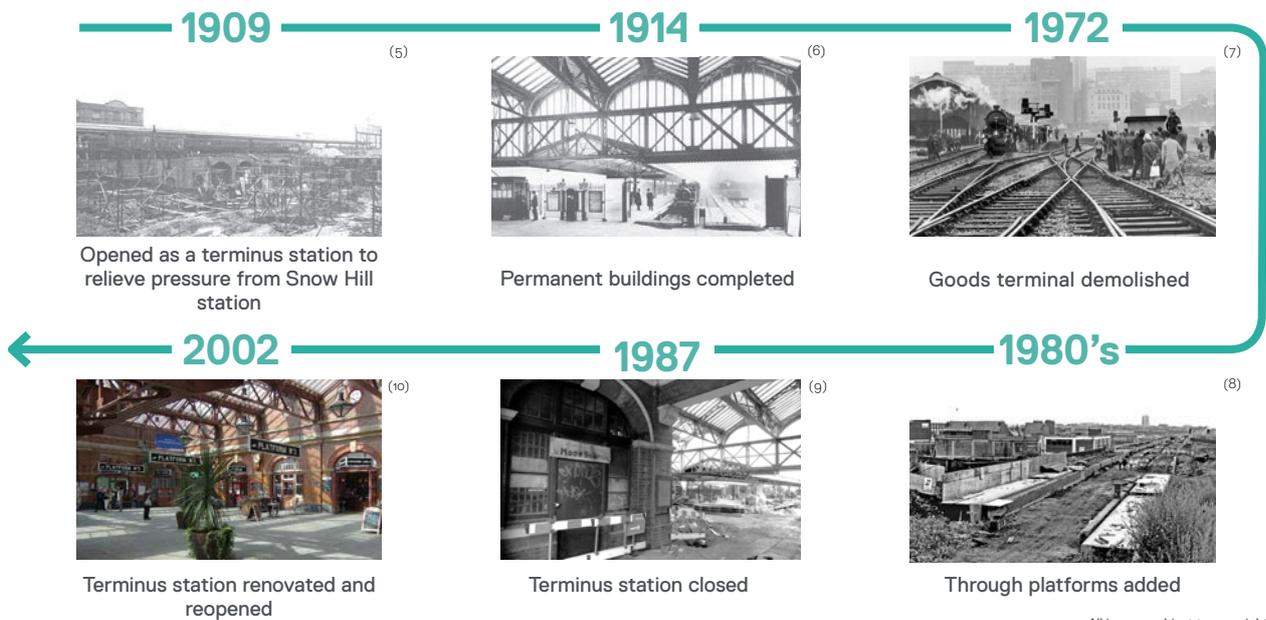
This platform already exists and appears to be in good condition, this would need to be widened to accept vertical circulation from the new transfer deck.

### Platform 0

Platform 1 requires widening to reduce pinch points and to accept vertical circulation from the transfer deck. The inclusion of platform 0 looks at widening it further to become a two faced platform island. This platform would require significant new structure to suspend the new platform and track beyond the existing arch.

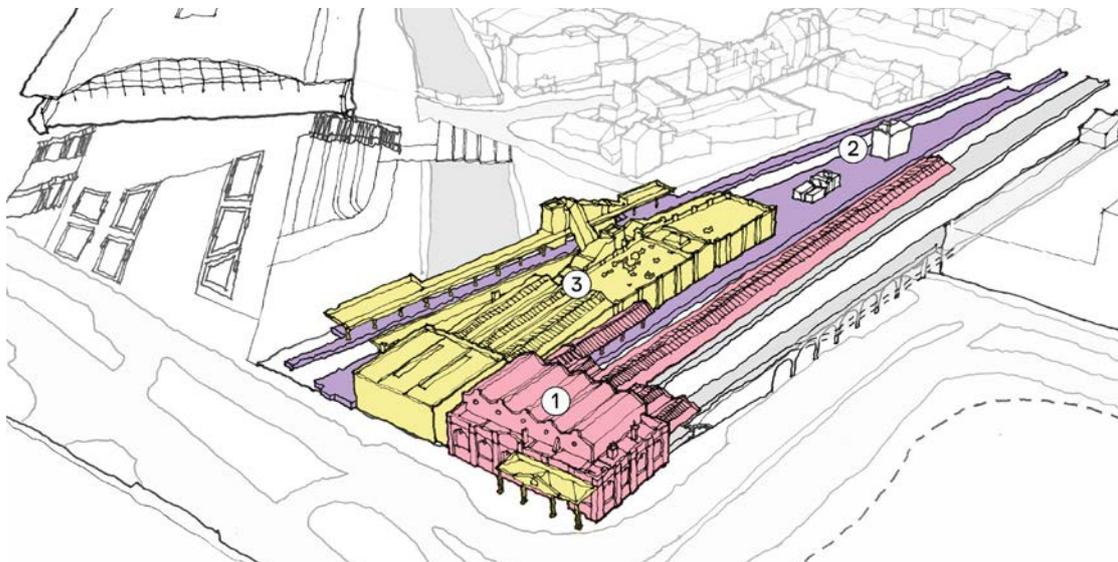


# — Heritage



All images subject to copyright

As the above time-line illustrates, Birmingham Moor Street Station has undergone many changes within its history as it has reacted to the demands of the railway and city for over 100 years. The station is Grade II listed, this is a blanket listing that does not distinguish between original heritage or new elements, nor the quality of the built fabric. The below diagram highlights the broad stages of the stations development. 1 - Original 1914 station, 2 - 1980's platform structures, 3 - 2002 additions completed in a sympathetic heritage style. Historic England have stated that the building at 1, the station entrance, must be maintained as a station entrance in any future Birmingham Moor Street design.

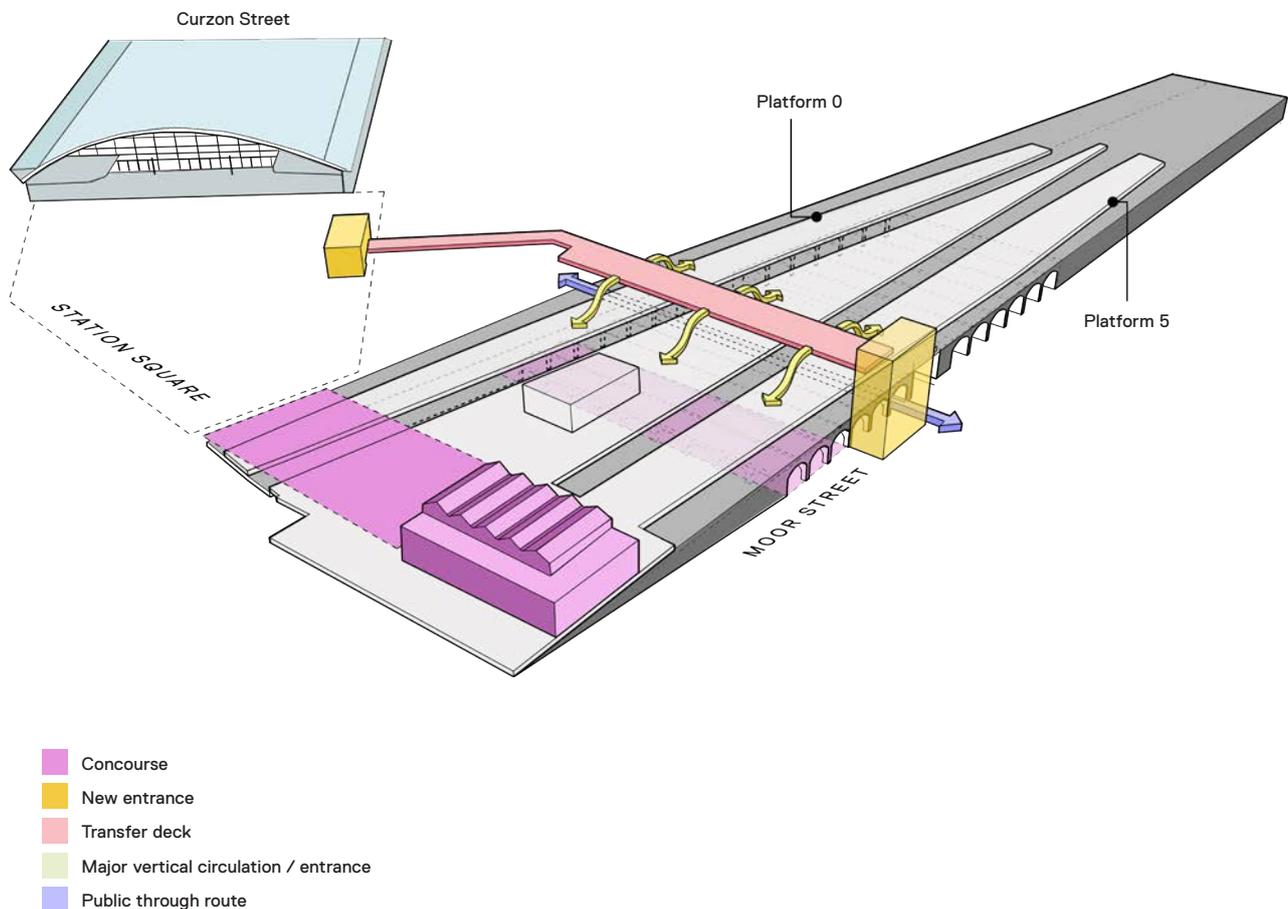


# The solution

## — Birmingham Moor Street Station

This scheme proposed provides a unified station between terminus and through tracks, allowing all platforms to be accessed from a single transfer deck. Platform 5 is re-used, however it is required to be widened to accommodate a lift and stair. Platform 0 is also introduced which creates a dual faced platform aligned towards Curzon Street Station. As the deck spans across the whole station, a grand station entrance gesture is possible at Moor Street which opens up a new aspect to regeneration zones in Digbeth and Smithfield and reduces the urban severance created by the railway. The deck in this instance is not only relieving pressure on the existing entrance, but also serves to distribute passengers from the centre of the platforms by encouraging platform spread of passengers and full use of the entire platform length, thereby reducing the potential for overcrowding and queuing on platforms.

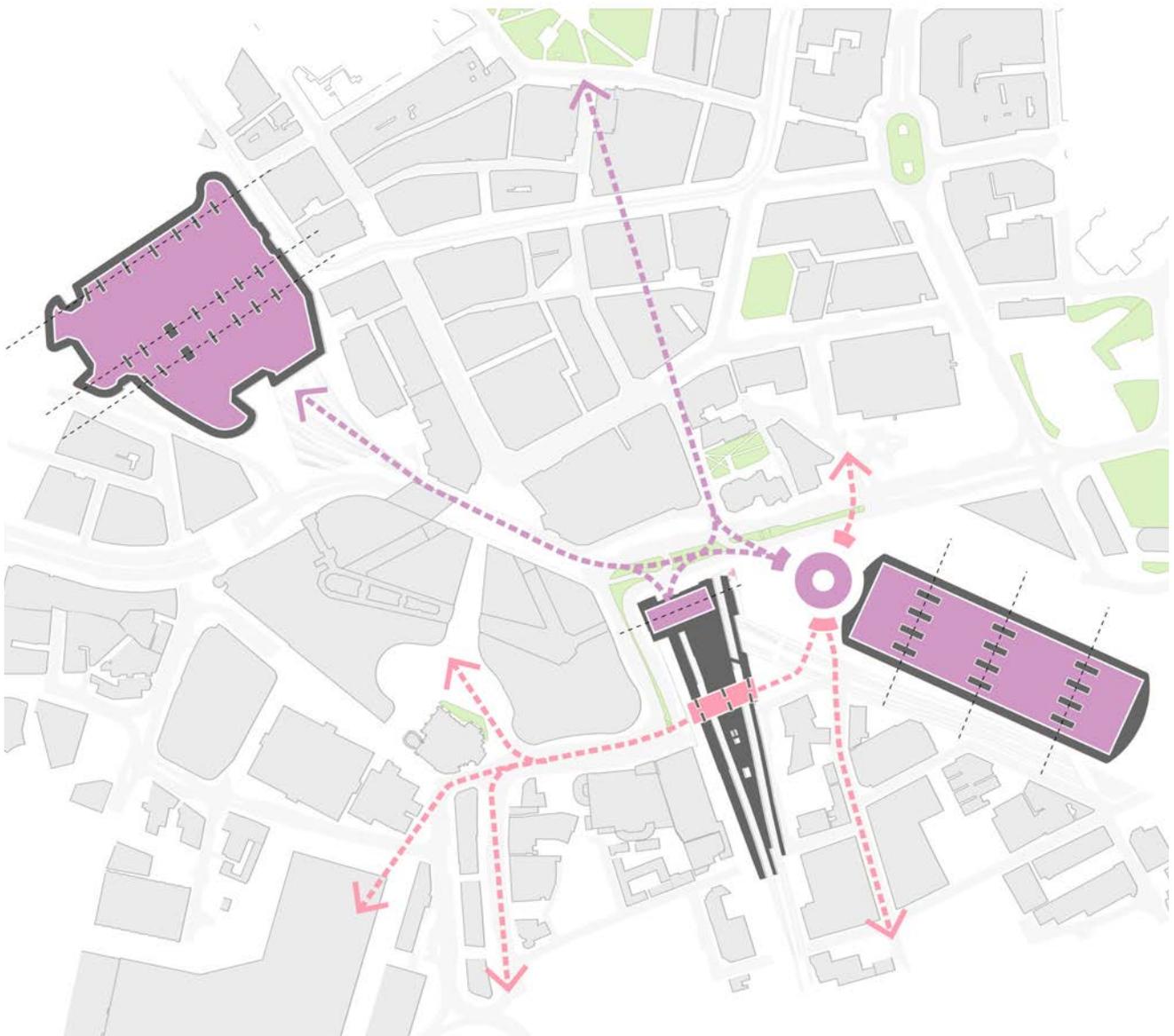
It should be noted that the proposed transfer deck location and its vertical circulation currently coincides with the 1914 canopy on platform 4/5. Strategies to mitigate the impact on heritage should be explored further at a later stage.



## — Urban connections

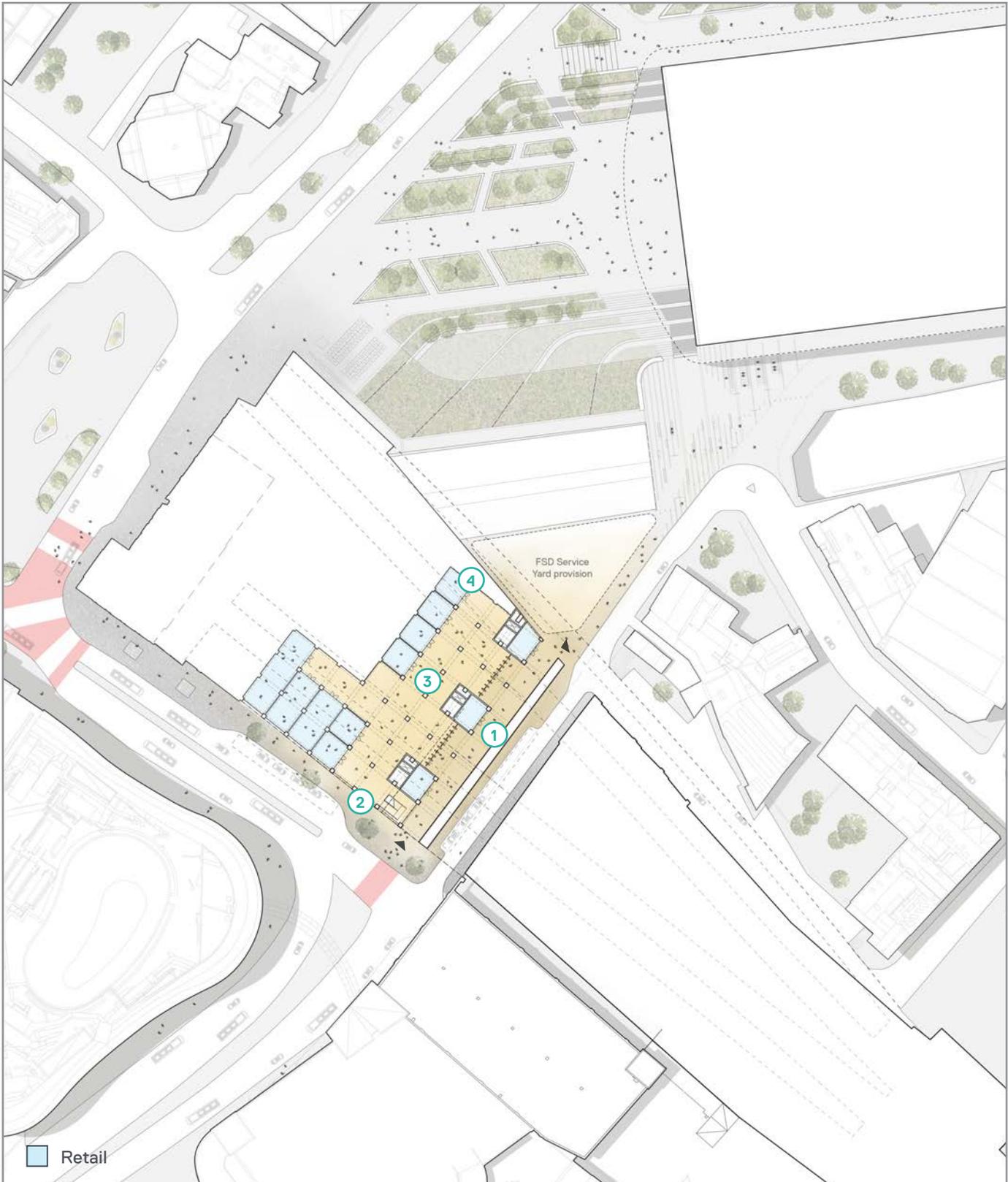
The new transfer deck and proposed entrance locations associated with the enlarged concourse are positioned to relieve pressure on the existing entrance. In urban terms this key move re-balances the focus of the station south, towards the growing residential and regeneration areas in Digbeth and Smithfield. To continue to load more passengers at the north of the station would see the existing problems of congestion and overcrowding exacerbated. This solution allows the 1914 heritage entrance of Birmingham Moor Street to be a central part of the 'One Station' strategy.

- One station and concourse
- New deck and concourse



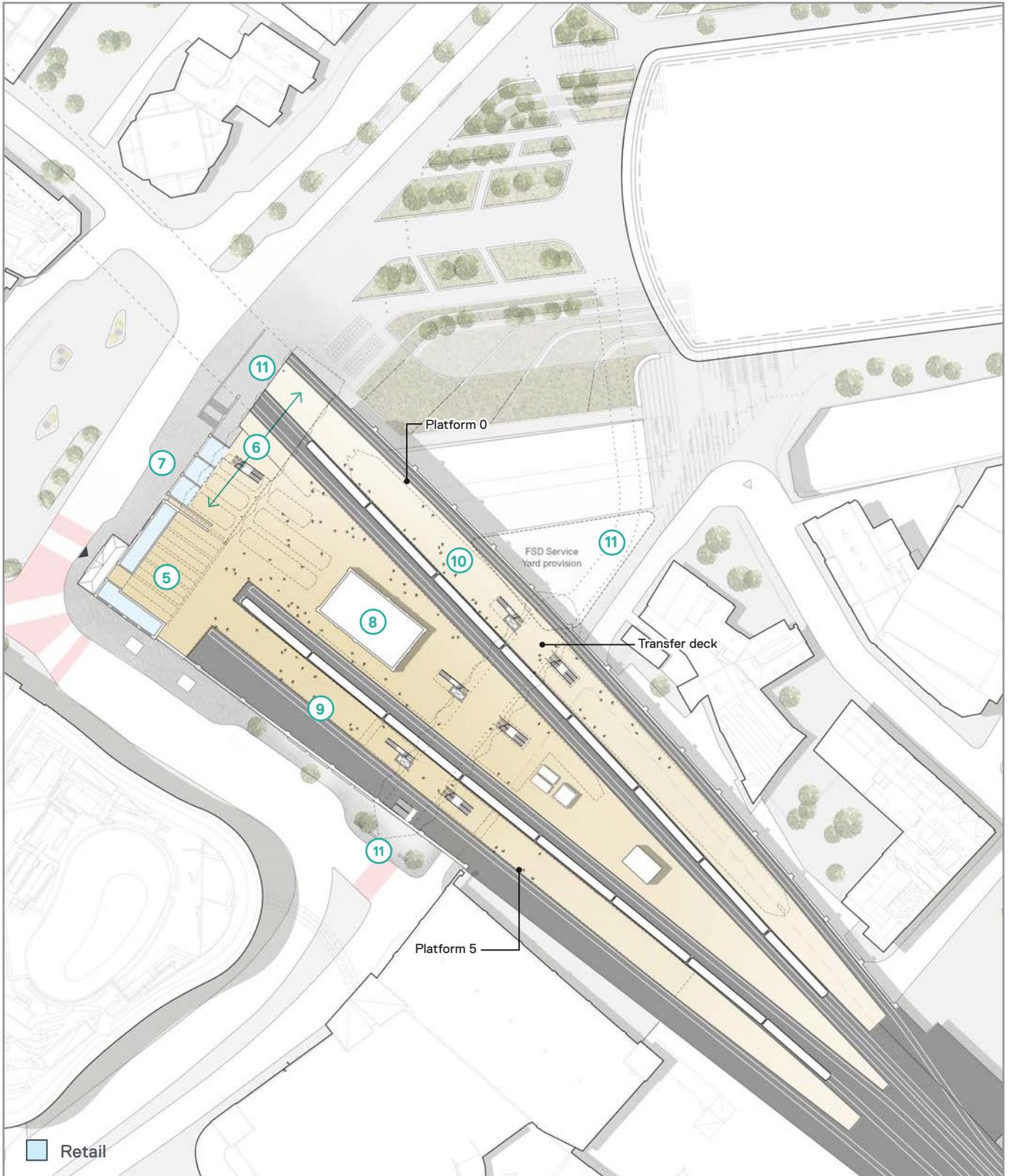
# — Plans

- 1- New through route from Moor Street
- 2- Circulation to deck
- 3- New at grade concourse/dwell space (also potential for retail)
- 4- New back of house areas



Proposed Street Level

- 5- Existing concourse
- 6- New concourse/circulation space
- 7- New retail units to Moor Street Queensway
- 8- Existing station building partially retained
- 9- Widened Platform 5
- 10- New platform island to existing platform 1 and new platform 0
- 11- New entrance



Proposed Platform Level

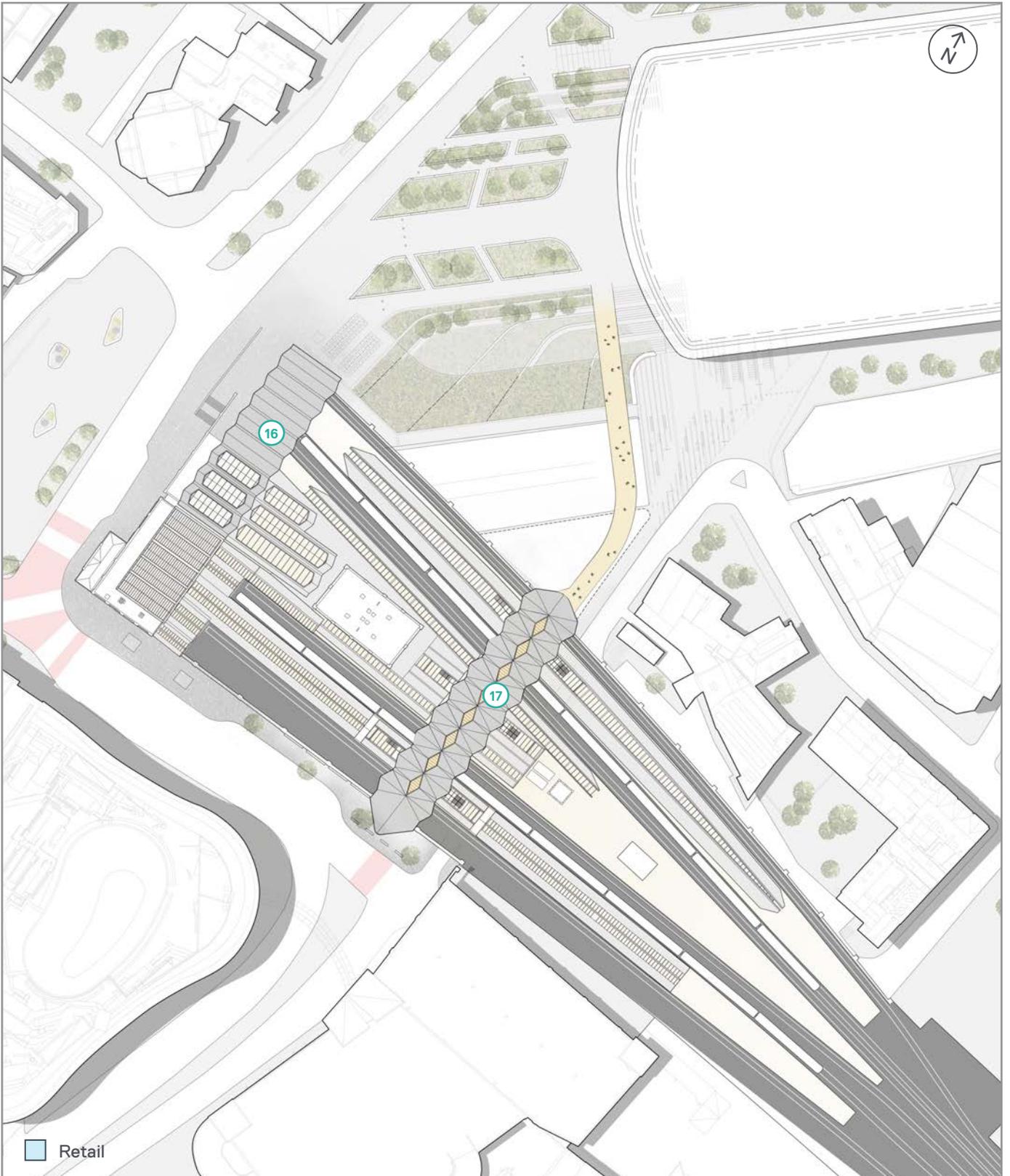
- 12- New canopy over major circulation areas
- 13- New station transfer deck from Station Square
- 14- Deck connection to Station Square
- 15- New concourse and entrance / exit location with retail



Proposed Upper/Deck Level

16- Canopy to new concourse areas

17- New canopy to deck

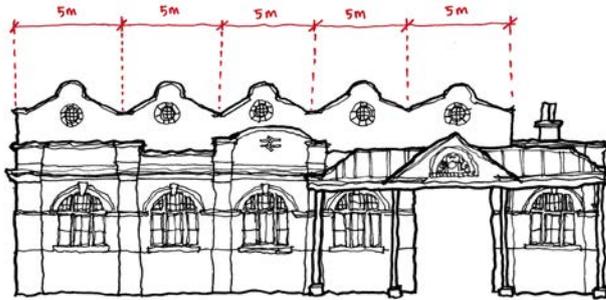


Proposed Roof Level



# The Vision

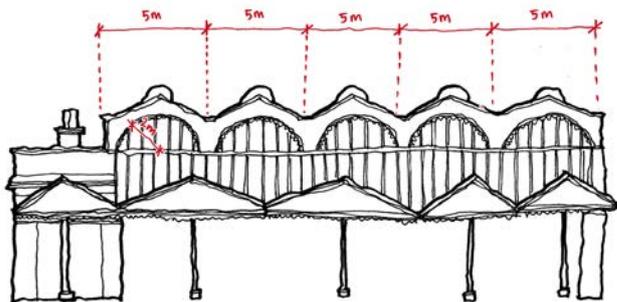
## – Key sketches



When developing a concept for Birmingham Moor Street it was key that the stations unique and iconic scale and pitched formed were reflected in any new design.

Birmingham Moor Street is a heritage asset and a new intervention should respect the form and the scale of the existing 1914 station.

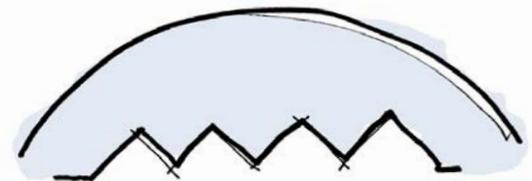
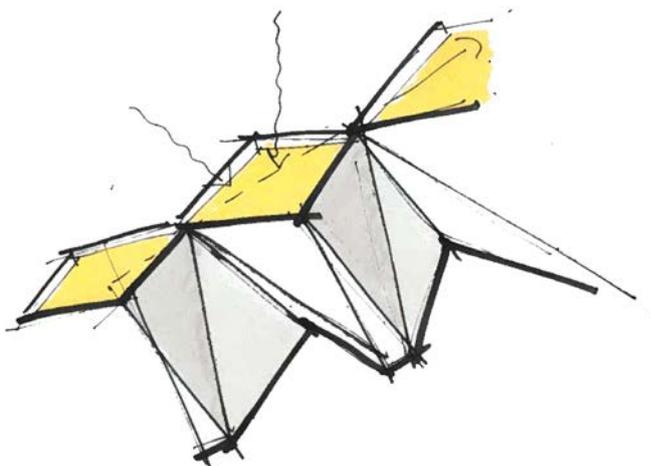
The new design seeks to interpret these forms, to be instantly recognisable as a part of Birmingham Moor Street Station yet a new radical architecture with an identity of its own.



The form is created by interweaving a triangulated form, raising it in the middle to accommodate height. The pitch of the roof has been pinched and opened to bring light down onto the deck.

Conceptually we have chosen a finer grain to compliment the existing heritage building, and not to compete with the arched structure at HS2 Curzon Street.

Canopy concept sketch



A finer grain

# — Images

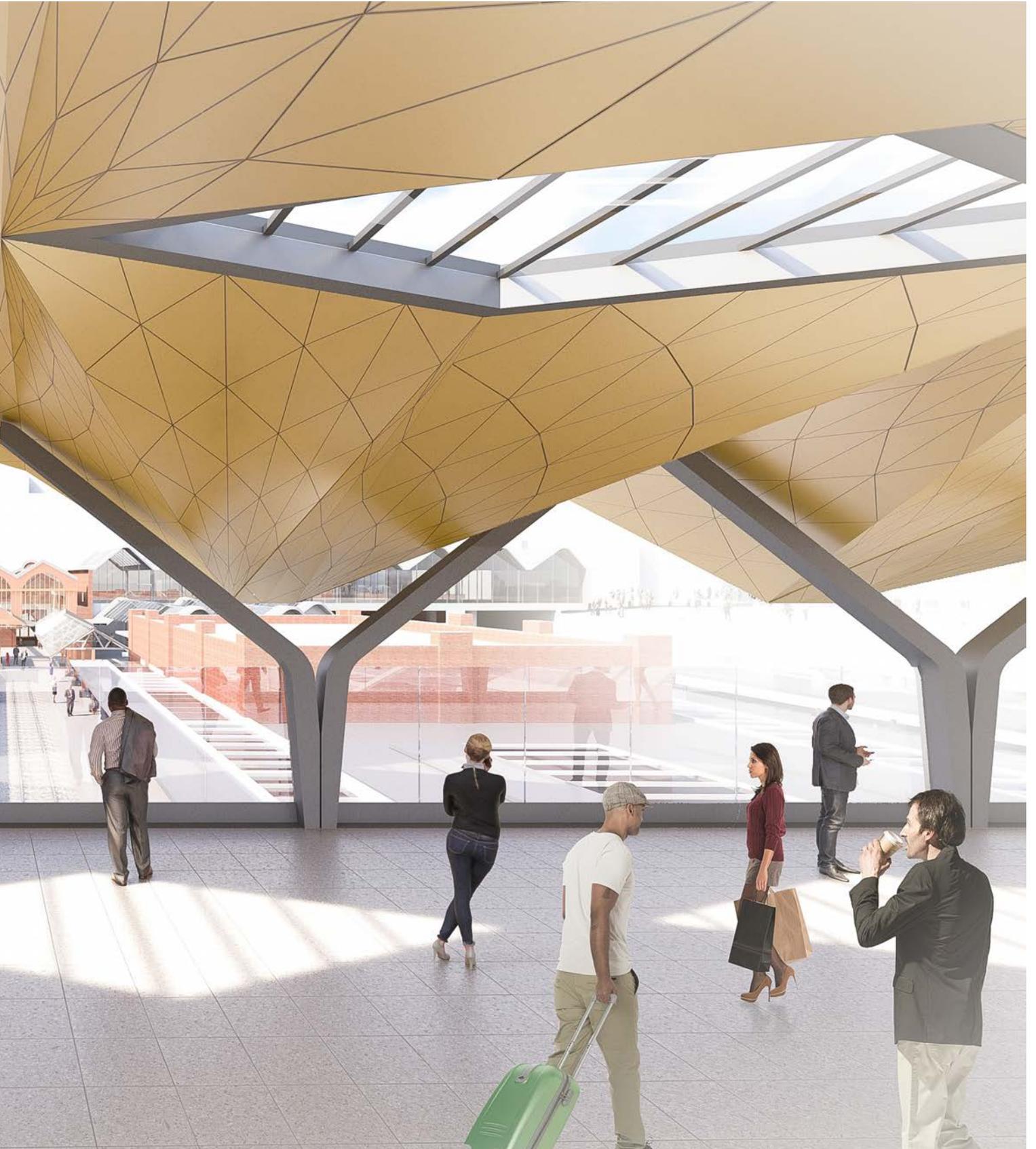


Artistic impression showing the new transfer deck and urban connections it creates



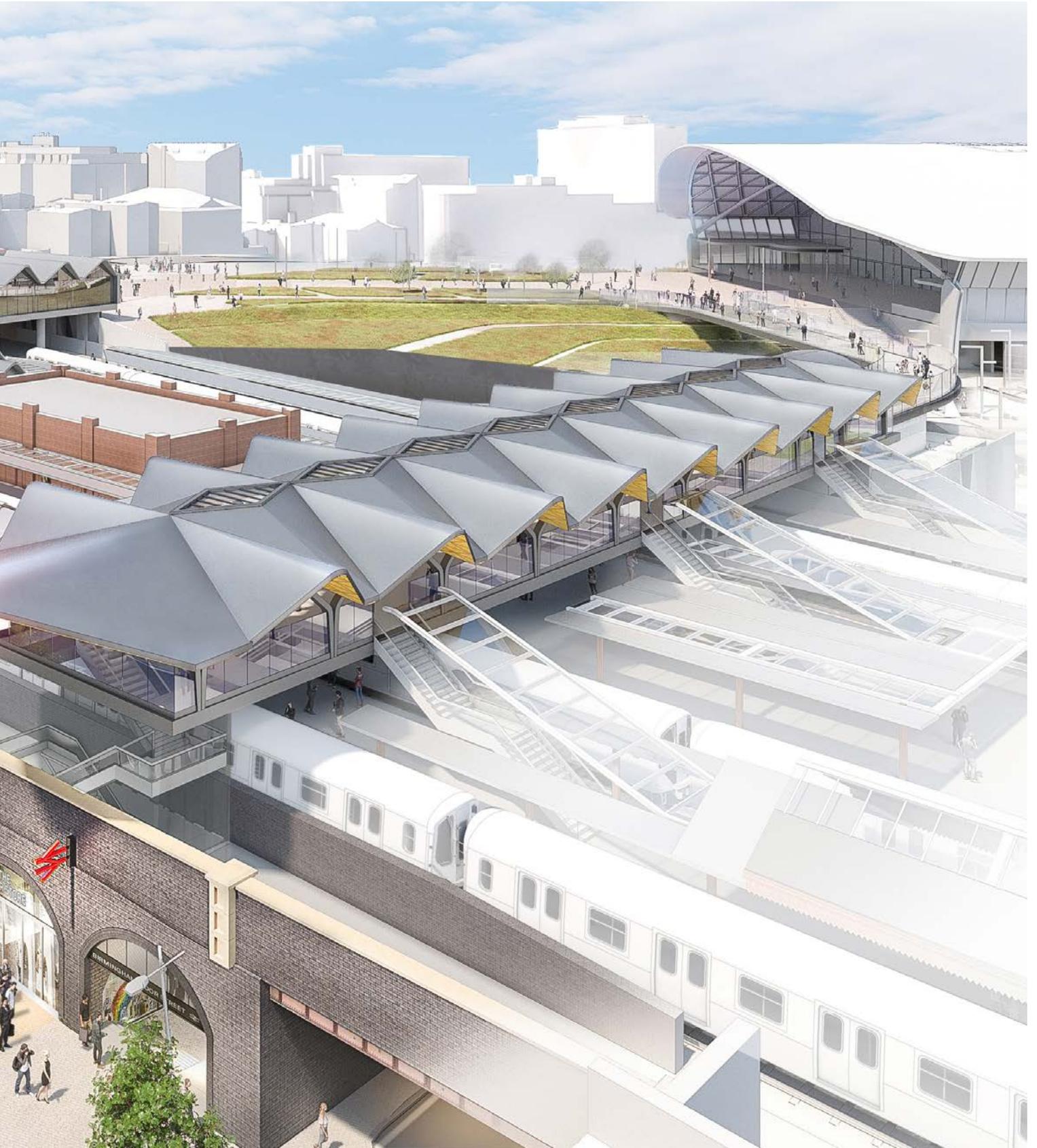


Artistic impression of the transfer deck environment  
Looking back at the heritage concourse





Artistic impression of the new transfer deck connects between Birmingham Moor Street and Station Square



Artistic impression of the new Birmingham Moor Street entrance with improved public realm and in-arch concourse and retail.





# What is next?

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This report details the identification of a potential concept option to develop for the future Birmingham Moor Street Station to be fit for the future.

In order to progress this option further, a feasibility study is required to GRIP 1 level. A feasibility study would verify the assumptions and design decisions as set out in this document and progress the concept to a greater level of technical analysis. The ultimate aim of a GRIP 1 feasibility study is to feed into a future OBC (Outline Business Case) for the redevelopment of the station.

# Schedule

The Industry Working Group as referred to in this report is as follows:

Malcolm Holmes	West Midlands Rail Executive (Chair)
Pete Brunskill	West Midlands Rail Executive
Gavin Smith	West Midlands Rail Executive
Richard Mann	Midlands Connect
Chris Cole	Network Rail
Jodie Clarke	HS2 Limited
Jo Summers	HS2 Limited
David Heathfield	Chiltern Railways
Mark Lawton	West Midlands Trains
Gary Woodward	Birmingham City Council

## Meeting Schedule:

13/08/18 - Rail Industry Birmingham Moor Street/Curzon Street Working Group – Kick off

27/07/18 - Constraints and opportunities review

09/08/18 - Internal review meeting

21/08/18 - Rail Industry Birmingham Moor Street/Curzon Street Working Group - Options

02/10/18 - Rail Industry Birmingham Moor Street/Curzon Street Working Group – Option selection

02/11/18 - Production of the final report

## References:

No.	Pg	Description	URL	Author
1	6	Birmingham Moor Street predicted figures (pg 64)	<a href="https://cdn.networkrail.co.uk/wp-content/uploads/2017/08/West-Midlands-and-Chilterns-Route-Study-Final.pdf">https://cdn.networkrail.co.uk/wp-content/uploads/2017/08/West-Midlands-and-Chilterns-Route-Study-Final.pdf</a>	Network Rail
2	6	Glasgow Queen St & Liverpool Lime st figures	<a href="http://orr.gov.uk/statistics/published-stats/station-usage-estimates">http://orr.gov.uk/statistics/published-stats/station-usage-estimates</a>	ORR
3	6	Farringdon predicted figures (pg 1)	<a href="https://www.cityoflondon.gov.uk/business/economic-research-and-information/research-publications/Documents/research-2015/Impact-of-Crossrail-briefing-paper.pdf">https://www.cityoflondon.gov.uk/business/economic-research-and-information/research-publications/Documents/research-2015/Impact-of-Crossrail-briefing-paper.pdf</a>	City of London
4	9	Google Maps 3D	<a href="https://www.google.co.uk/maps/place/Moor+St,+Birmingham/data=!3m1!1e3!4m5!3m4!1s0x4870bc86175aec27:0xc56a5a5cd7c1ae0818m2!3d52.4783536!4d-1.8922211">https://www.google.co.uk/maps/place/Moor+St,+Birmingham/data=!3m1!1e3!4m5!3m4!1s0x4870bc86175aec27:0xc56a5a5cd7c1ae0818m2!3d52.4783536!4d-1.8922211</a>	Google
5	19	Terminus station opens (1909)	<a href="http://www.warwickshirerailways.com/gwr/gwrms1704a.htm">http://www.warwickshirerailways.com/gwr/gwrms1704a.htm</a>	gwrms1704a GWR magazine
6	19	Permanent buildings (1914)	<a href="http://www.warwickshirerailways.com/gwr/gwrms1206.htm">http://www.warwickshirerailways.com/gwr/gwrms1206.htm</a>	gwrms1206 GWR magazine
7	19	King George V steam engine leaving Birmingham Moor Street (1971)	<a href="https://www.birminghammail.co.uk/news/nostalgia/gallery/fall-rise-moor-street-station-9191669">https://www.birminghammail.co.uk/news/nostalgia/gallery/fall-rise-moor-street-station-9191669</a>	Danielle Hicks
8	19	Construction of through platforms (1980's)	<a href="http://www.disused-stations.org.uk/b/birmingham_moor_street/index23.shtml">http://www.disused-stations.org.uk/b/birmingham_moor_street/index23.shtml</a>	John Mann
9	19	Derelict Birmingham Moor Street (2001)	<a href="https://www.birminghammail.co.uk/news/nostalgia/gallery/fall-rise-moor-street-station-9191669">https://www.birminghammail.co.uk/news/nostalgia/gallery/fall-rise-moor-street-station-9191669</a>	John James
10	19	Birmingham Moor Street concourse (2010)	<a href="https://www.wikidata.org/wiki/Q800533#/media/File:Moor_Street_Station_-_geograph.org.uk_-_1906049.jpg">https://www.wikidata.org/wiki/Q800533#/media/File:Moor_Street_Station_-_geograph.org.uk_-_1906049.jpg</a>	Stephen Mckay

