

APPENDIX C4

CONNECTIVITY IMPROVEMENTS
ACHIEVED BY **HS2** AND **HIGH SPEED UK**
FOR:

CREWE

(extract from *HS2 - High Speed to Nowhere*)

Appendix C4 : Crewe	
Page 220	Introduction & key results
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Page 224	Tabulated journey times from Crewe

Crewe

Town/City	Crewe
Population of built-up area**	70,000
Ranking amongst UK cities**	
Number of cities directly linked by existing rail network (out of 31)	16

References: HSUK North-West Rail Strategy HSUK Potteries Rail Strategy HSUK Regional Map 08 HSUK Crewe Network Map <i>All available on HSUK website</i> www.highspeeduk.co.uk

** <https://en.wikipedia.org/wiki/Crewe>

Crewe : Intercity Connectivity with HSUK and HS2

Crewe	Average journey time reduction	Cities directly linked (out of 31)	Journeys made faster (out of 31)	Journeys made worse (out of 31)	Best performer (out of 31 journeys)
High Speed UK	32%	20	25	0	25
HS2	6%	4	2	1	2

Crewe’s relatively small population belies its importance as a key junction of the national railway network. It is located on the West Coast Main Line, with branches extending to Chester and the North Wales coast, to Stockport and Manchester, to Stoke and Derby, and to Shrewsbury and South Wales. It enjoys high quality intercity links to most other cities located along the West Coast Main Line, but it lacks good quality links to more east-sided cities.

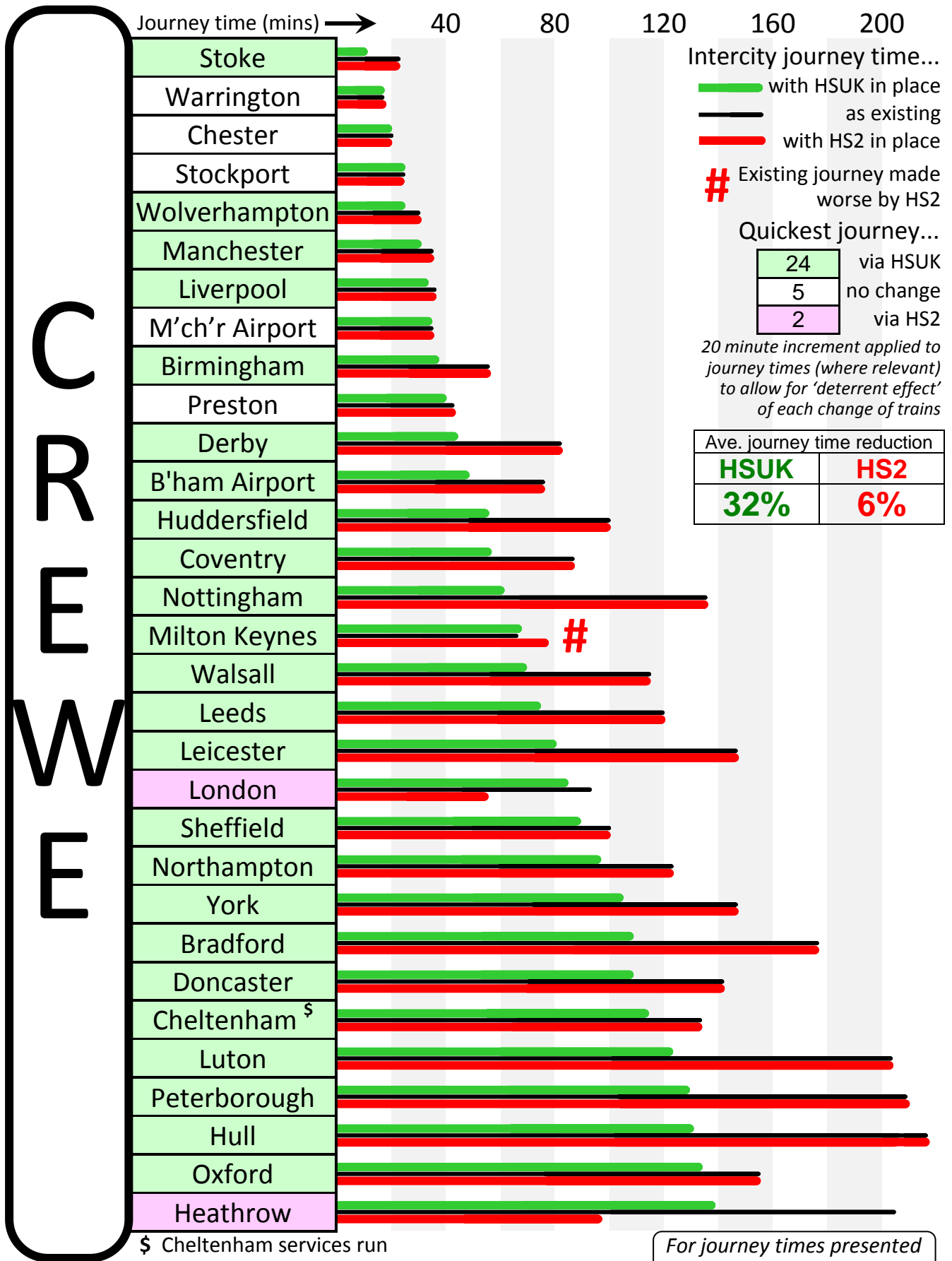
Under the HS2 scheme, major developments are proposed, with plans for a new ‘Crewe Hub’ station to form the focus of regional connectivity. Although replacement of the existing ramshackle Victorian station might be welcomed, there are several major concerns:

- Crewe Hub will no longer be at the focal point of 6 different routes, and it is possible that local connectivity could be lost as a consequence;
- Crewe Hub will only enjoy direct HS2 links to London, Liverpool and Preston. This represents a considerable reduction in Crewe’s present intercity connectivity.
- The current proposals leave the much larger adjacent Potteries region bypassed, and effectively disconnected from HS2.

Under HSUK proposals, Crewe will retain its status as a primary West Coast Main Line hub, and it will also enjoy much superior east-west links. New WCML-HSUK links at Warrington will place Crewe on a new ‘North Midlands’ corridor running Liverpool-Warrington-Crewe-Stoke-Derby-Nottingham, and will also permit new direct services from Crewe to Manchester, Leeds and Hull. The HSUK plans do not rule out the Crewe Hub proposals, as long as these maintain the integrity of the network hub at Crewe, and allow existing through services (especially the Manchester-Crewe-Shrewsbury-Cardiff service) to continue to operate.

HIGH SPEED UK & HS2 LINKS TO

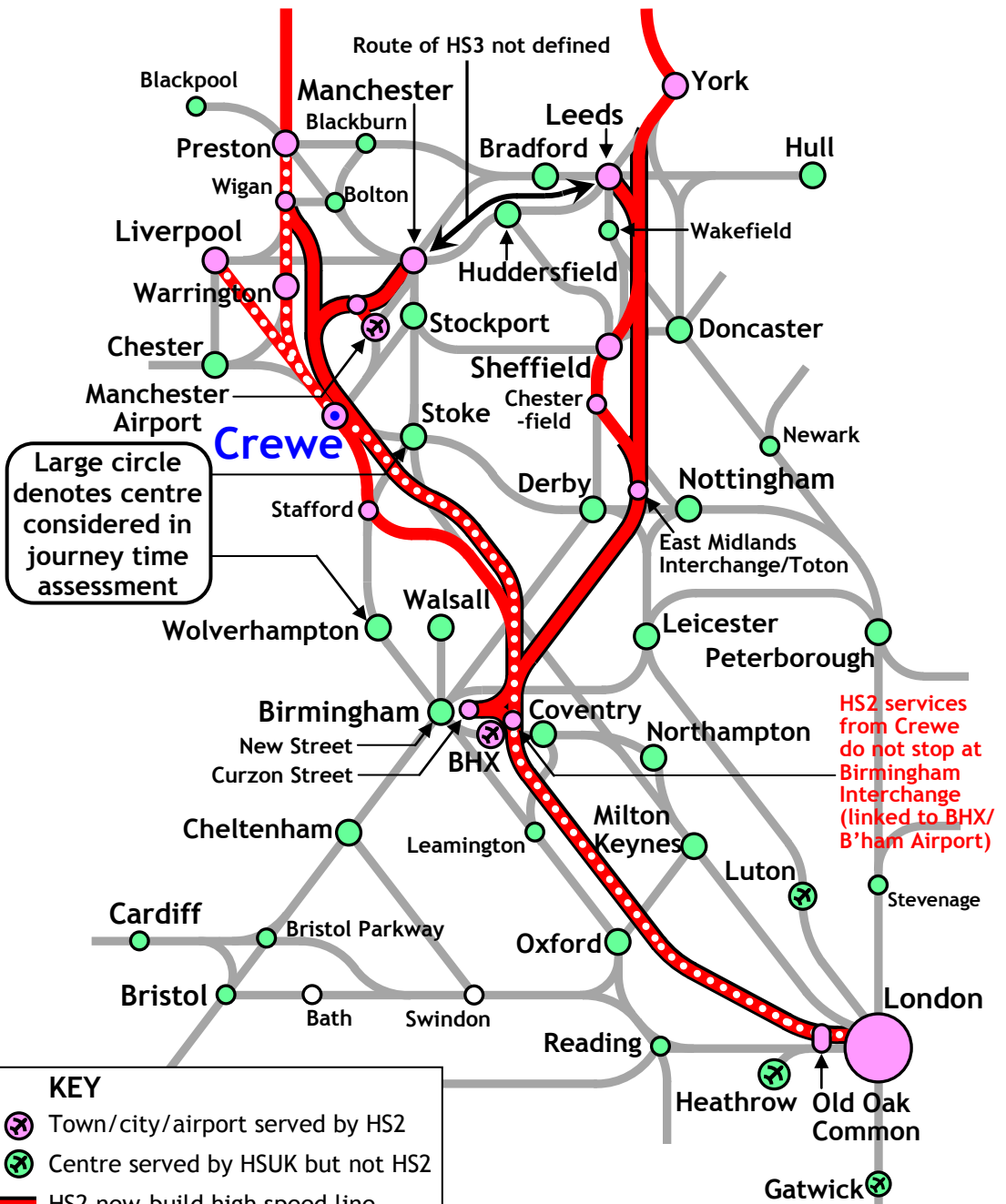
CREWE



CREWE

New Crewe Hub station offers accelerated HS2 links to London and nowhere else

HS2
Average journey time reductions:
6%
No. of cities directly linked:
4
No. of journeys made faster:
2
No. of journeys made worse:
1

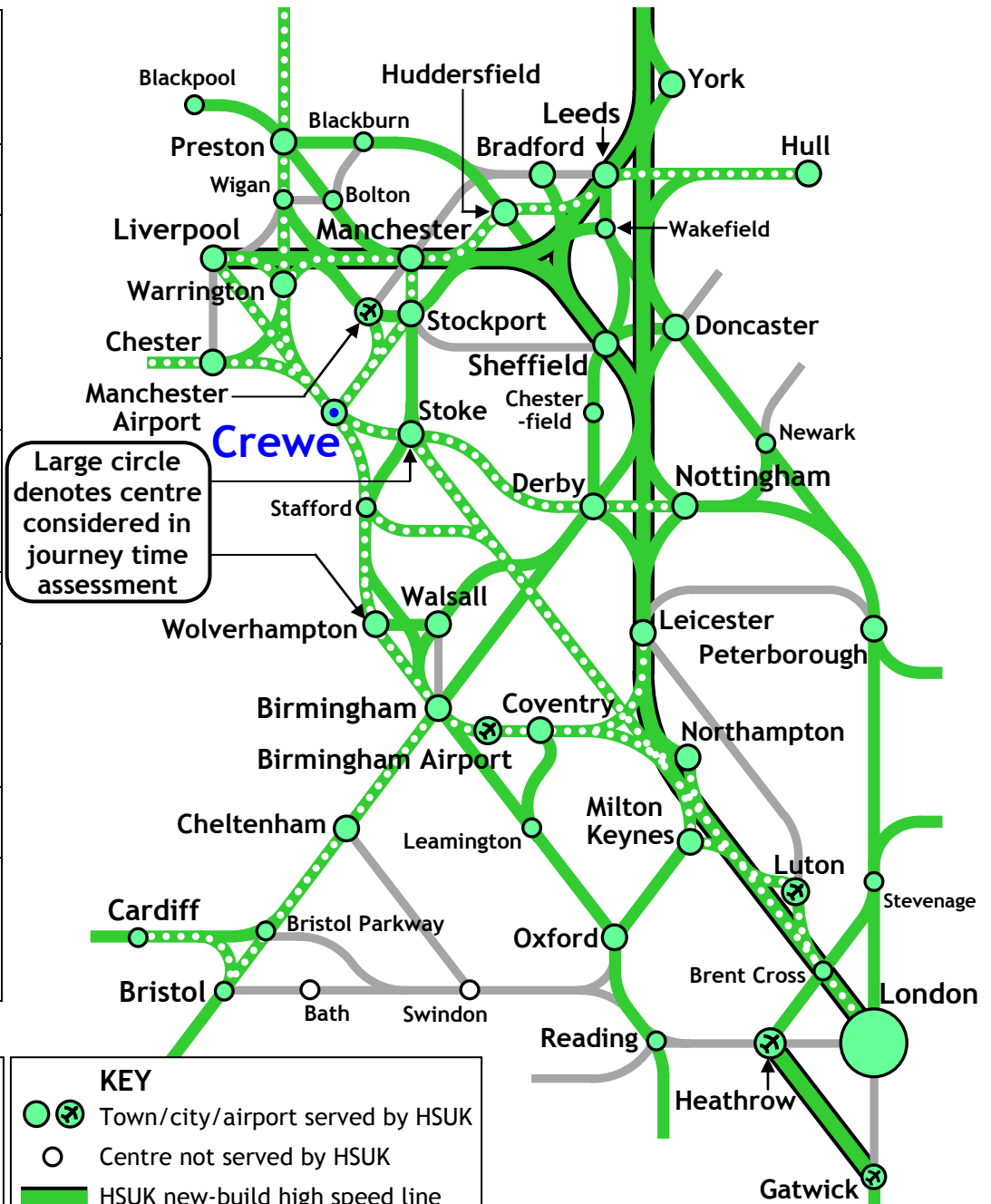


HIGH SPEED 2 ROUTES & CITIES SERVED

CREWE

*Fully connected to national high speed network,
new HSUK transpennine link to Yorkshire*

HSUK
Average journey time reductions:
32%
No. of cities directly linked:
20
No. of journeys made faster:
25
No. of journeys made worse:
0



Crewe served by:
 HSUK06
 HSUK13,14
 HSUK52,53,55
 HSUK61
 See Appendix A1

KEY	
	Town/city/airport served by HSUK
	Centre not served by HSUK
	HSUK new-build high speed line
	HSUK services on existing line
	HSUK services from Crewe

HIGH SPEED UK
 ROUTES & CITIES SERVED

www.highspeeduk.co.uk

Comparative Journey Times from Crewe

Quickest via:	HSUK	No change	HS2	Journey time adjusted for number of changes			HSUK		Existing		HS2		Journey made worse by HS2
				HSUK	Existing	HS2	Journey time	No of changes	Journey time	No of changes	Journey time	No of changes	
Origin	Destination												
C R E W E	Birmingham		37	55	55	37	0	55	0	55	0		
	B'ham Airport		46	77	77	46	0	77	0	77	0		
	Bradford		108	178	178	88	1	138	2	138	2		
	Cheltenham		110	131	131	90	1	111	1	111	1		
	Chester		20	20	20	20	0	20	0	20	0		
	Coventry		55	87	87	55	0	87	0	87	0		
	Derby		42	82	82	42	0	82	0	82	0		
	Doncaster		111	141	141	91	1	121	1	121	1		
	Heathrow		138	205	98	118	1	165	2	78	1		
	Huddersfield		55	100	100	55	0	80	1	80	1		
	Hull		128	217	217	128	0	177	2	177	2		
	Leeds		73	120	120	65	0	100	1	100	1		
	Leicester		79	147	147	79	0	127	1	127	1		
	Liverpool		31	36	36	31	0	36	0	36	0		
	London		84	93	55	84	0	93	0	55	0		
	Luton		119	203	203	99	1	163	2	163	2		
	Manchester		28	35	35	28	0	35	0	35	0		
	M'ch'r Airport		35	35	35	35	0	35	0	35	0		
	Milton Keynes		66	66	66	66	0	66	0	66	0	#	
	Northampton		94	103	103	74	1	103	0	103	0		
	Nottingham		59	135	135	59	0	115	1	115	1		
	Oxford		131	155	155	111	1	135	1	135	1		
	Peterborough		126	208	208	106	1	188	1	188	1		
	Preston		42	42	42	42	0	42	0	42	0		
Sheffield		85	100	100	65	1	80	1	80	1			
Stockport		24	24	24	24	0	24	0	24	0			
Stoke		8	22	22	8	0	22	0	22	0			
Walsall		67	114	114	47	1	94	1	94	1			
Warrington		15	15	15	15	0	15	0	15	0			
Wolverhampton		22	31	31	22	0	31	0	31	0			
York		103	147	147	83	1	127	1	127	1			

A = Change introduced by HS2 B = Change via shuttle between Birmingham International and Interchange

= Journey made worse by intervention of HS2 (no adjustment made to existing journey time)

Generally, journey times adjusted by 20 minutes to allow for each change of trains. 30 minute adjustment applied for the special cases noted above ie A – extra change introduced by HS2 and B – shuttle connection between Birmingham International and Birmingham Interchange.