

APPENDIX L2

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

LEICESTER

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

Appendix L2 : Leicester	
Page 262	Introduction & key results
Page 263	Timeline of comparative journey times from Leicester
Page 264	HS2 routes from Leicester
Page 265	HSUK routes from Leicester
Page 266	Tabulated journey times from Leicester

Leicester

Town/City	Leicester
Population of built-up area**	510,000
Ranking amongst UK cities**	13
Number of cities directly linked by existing rail network (out of 31)	7

References:

HSUK London-Birmingham Rail Strategy
 HSUK East Midlands Rail Strategy
 HSUK Regional Maps 03 & 05
 HSUK Leicester Network Map
All available on HSUK website
www.highspeeduk.co.uk

** https://en.wikipedia.org/wiki/List_of_urban_areas_in_the_United_Kingdom

Leicester : Intercity Connectivity with HSUK and HS2

Leicester	Average journey time reduction	Cities directly linked (out of 30)	Journeys made faster (out of 31)	Journeys made worse (out of 31)	Best performer (out of 31 journeys)
High Speed UK	62%	27	29	0	30
HS2	6%	0	5	12	0

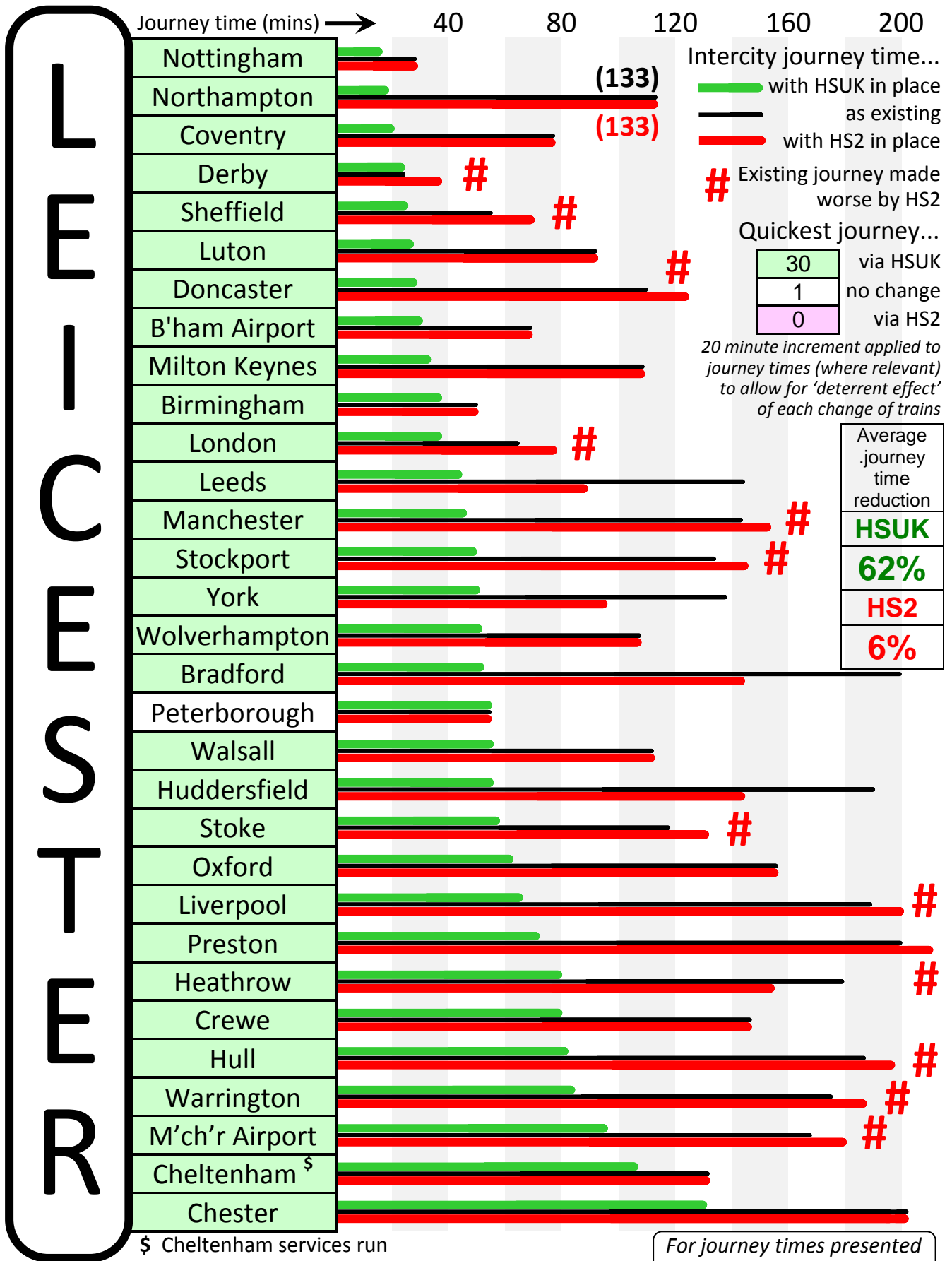
Leicester is perhaps the largest UK regional community not to be accorded primary city status, yet it has always suffered from relatively poor rail connectivity. Although it is a primary calling point on all Midland Main Line services, these links extend no further north or west than Sheffield, and journeys to other key centres of the North and Scotland (ie Manchester, Liverpool, Leeds, Hull, Newcastle, Edinburgh and Glasgow) all require a change of trains either at Sheffield or at Birmingham.

Under the HS2 initiative, Leicester has been similarly neglected. It will be entirely bypassed by HS2's trunk route which will pass through the West Midlands en route to Yorkshire and the North-East. Leicester's closest connection to HS2 will be the proposed East Midlands Interchange at Toton. Assuming that local links from Leicester to Toton will be put in place, some journeys to Yorkshire cities could be made shorter, and these savings are reflected in the 6% journey time reduction noted above. However, there is also a risk that in adapting local services to call at Toton, journey times to Nottingham and Derby could be significantly increased.

Under the HSUK scheme, Leicester becomes a key hub of the national network. HSUK's 4-track spine route will be routed through the existing Leicester London Road station, approaching in tunnel from the south and continuing to the north along the existing alignment of the Midland Main Line. This will allow Leicester to be directly connected to all principal UK cities and – with connection to the West Coast Main Line at Rugby – to become part of a 'Midland Ring' interlinking most major Midlands cities including Coventry, Birmingham, Walsall, Wolverhampton, Derby and Nottingham, and also Birmingham Airport.

HIGH SPEED UK & HS2 LINKS TO

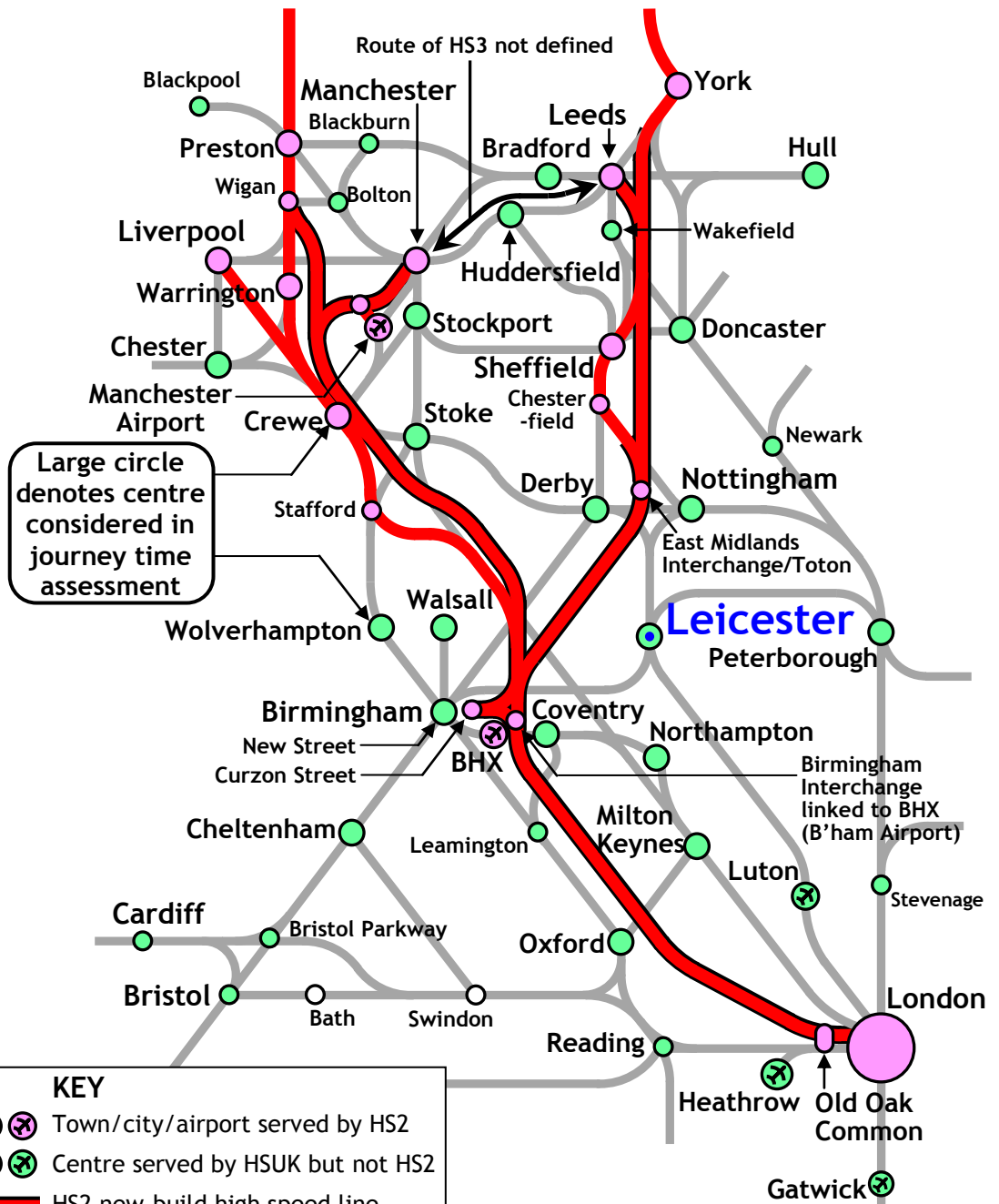
LEICESTER



LEICESTER

Bypassed by HS2, existing services made worse, few worthwhile connections to HS2 at Toton

HS2
Average journey time reductions:
6%
No. of cities directly linked:
0
No. of journeys made faster:
5
No. of journeys made worse:
12



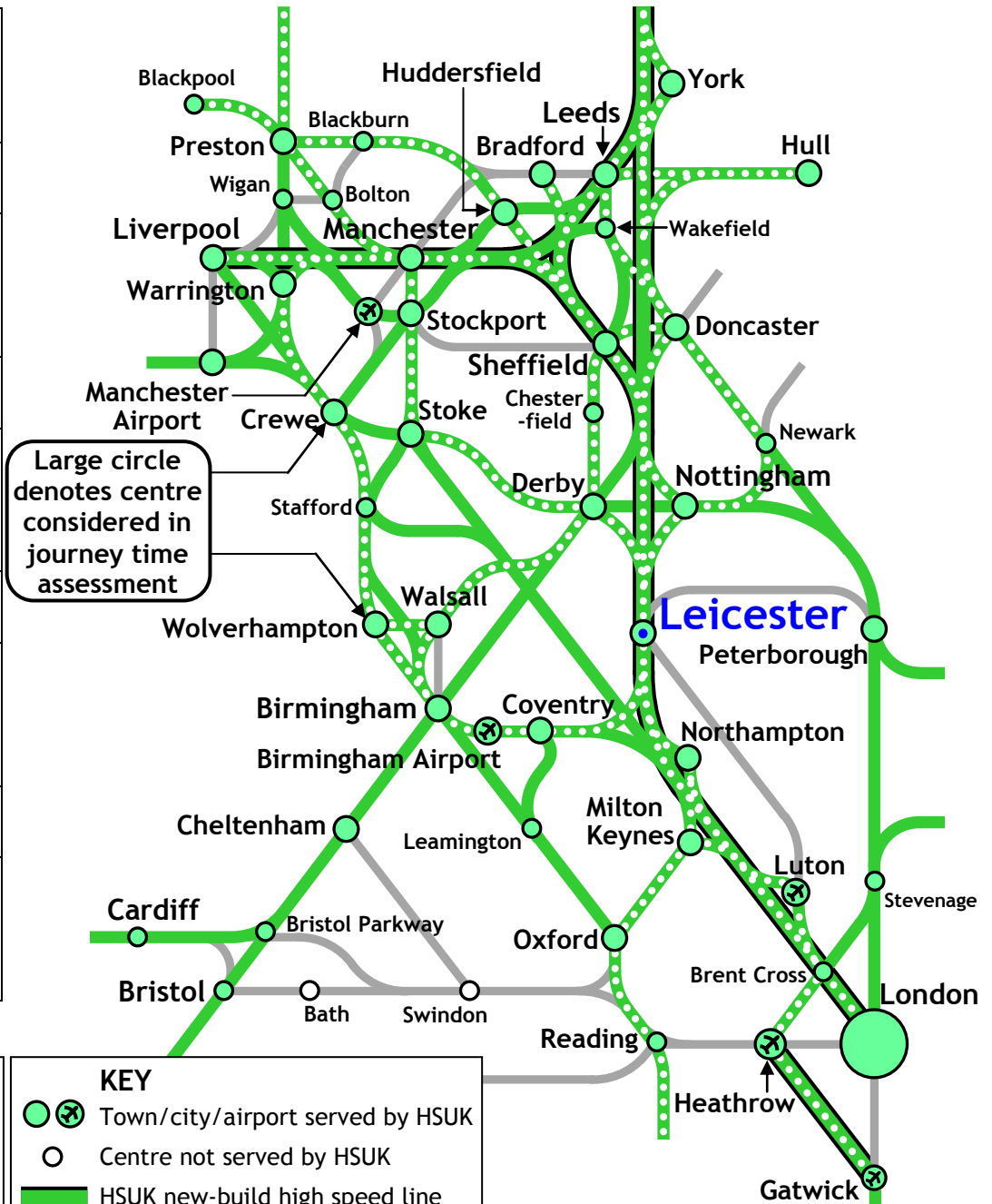
KEY	
	Town/city/airport served by HS2
	Centre served by HSUK but not HS2
	HS2 new-build high speed line
	HS2 services on existing line
	No HS2 services from Leicester

HIGH SPEED 2
ROUTES & CITIES SERVED

LEICESTER

Connectivity transformed through Leicester's location on HSUK's north-south spine

HSUK
Average journey time reductions:
62%
No. of cities directly linked:
27
No. of journeys made faster:
29
No. of journeys made worse:
0



Leicester served by:
 HSUK02,03,06,34
 HSUK42,44,45,46
 HSUK72,74
 HSUK76,78,79
 HSUK93
 See Appendix A1

KEY	
● (with train icon)	Town/city/airport served by HSUK
○	Centre not served by HSUK
— (thick green line)	HSUK new-build high speed line
— (thin green line)	HSUK services on existing line
— (dotted green line)	HSUK services from Leicester

www.highspeeduk.co.uk

HIGH SPEED UK
 ROUTES & CITIES SERVED

Comparative Journey Times from Leicester

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												
LEICESTER	Birmingham		37	50	50	37	0	50	0	50	0		
	B'ham Airport		28	91	91	28	0	71	1	71	1		
	Bradford		51	200	143	51	0	160	2	103	2		
	Cheltenham		106	132	132	86	1	112	1	112	1		
	Chester		127	202	202	107	1	162	2	162	2		
	Coventry		19	78	78	19	0	58	1	58	1		
	Crewe		79	147	147	79	0	127	1	127	1		
	Derby		22	22	22	22	0	22	0	22	0	#	
	Doncaster		26	109	109	26	0	89	1	89	1	#	
	Heathrow		80	180	156	80	0	140	2	116	2		
	Huddersfield		56	190	143	56	0	160	2	103	2		
	Hull		79	187	187	79	0	167	1	167	1	#	
	Leeds		44	144	88	44	0	124	1	68	1		
	Liverpool		68	189	189	68	0	159	2	159	1	#	
	London		37	64	64	37	0	64	0	64	0	#	
	Luton		25	57	57	25	0	57	0	57	0		
	Manchester		47	142	142	47	0	122	1	122	1	#	
	M'ch'r Airport		97	168	168	77	1	148	1	148	1	#	
	Milton Keynes		32	108	108	32	0	88	1	88	1		
	Northampton		18	133	133	18	0	93	2	93	2		
	Nottingham		14	28	28	14	0	28	0	28	0		
	Oxford		61	157	157	61	0	137	1	137	1		
	Peterborough		55	55	55	55	0	55	0	55	0		
	Preston		74	200	200	74	0	180	1	180	1	#	
Sheffield		23	56	56	23	0	56	0	56	0	#		
Stockport		50	133	133	50	0	113	1	113	1	#		
Stoke		58	119	119	58	0	99	1	99	1	#		
Walsall		55	112	112	55	0	92	1	92	1			
Warrington		82	176	176	62	1	156	1	156	1	#		
Wolverhampton		51	107	107	51	0	87	1	87	1			
York		51	139	96	51	0	119	1	76	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.