APPENDIX L4

CONNECTIVITY IMPROVEMENTS ACHIEVED BY HS2 AND HIGH SPEED UK FOR:

LONDON

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

London

Town/City	London
City Region	Greater London
Population of built-up area**	**9,800,000**
Ranking amongst UK cities**	**1**
Number of cities directly linked by existing rail network (out of 31)	**26**

References:
HSUK London-Birmingham Rail Strategy
HSUK Regional Map 01
HSUK London Network Map
All available on HSUK website
www.highspeeduk.co.uk

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

London : Intercity Connectivity with HSUK and HS2

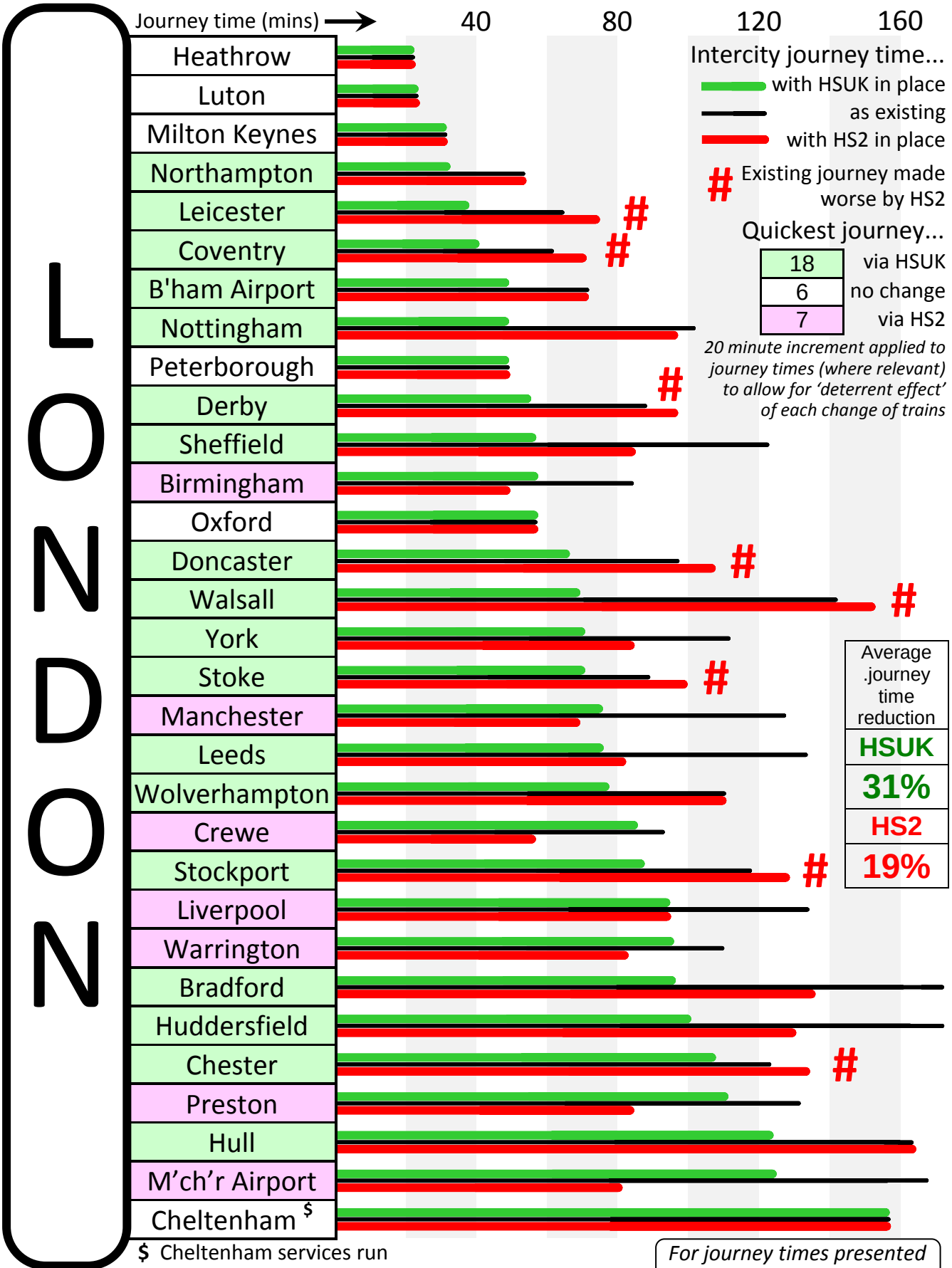
London	Average journey time reduction	Cities directly linked (out of 30)	Journeys made faster (out of 31)	Journeys made worse (out of 31)	Best performer (out of 31 journeys)
High Speed UK	**31%**	**27**	**25**	**0**	**18**
HS2	**19%**	**11**	**13**	**8**	**7**

Greater London is by far the UK's largest conurbation, and also the richest in terms of per capita income. It is also the focus of the national rail network, with more high-quality intercity services operating from London than from any other city. Its principal local airport Heathrow is the busiest international airport in the world, with a far greater range of international destinations than any other UK airport. London's connectivity far exceeds any other UK city, and it is both the effect and the cause of London's greater prosperity compared with regional cities. Long-standing Government policy of greater spending per capita on London's transport network – reflected both in greater subsidy and greater capital spending on projects such as Crossrail and Thameslink – tends only to reinforce these disparities.

Although HS2 has been promoted as a project intended to improve regional connectivity and redress the North-South divide, the reality is that its configuration is focussed on London, and the majority of its services are also focussed upon London. With HS2's connectivity focussed upon London, it is London that will derive the greatest economic benefit from HS2. At the same time London will suffer all the adverse social effects of its hot-housed economy, in particular the increasing inability of Londoners to afford to buy houses and to live in their own city.

However, London's benefits under the HS2 scheme only seem large relative to other less well-connected communities. HSUK's greater capacity and connectivity, spread across the nation, will create far greater overall economic and environmental benefit. With the poorest connected regional cities experiencing the greatest connectivity gains, and all regions gaining direct access to Heathrow and improved access to their respective regional airports, it seems likely that HSUK will also have the effect of redressing current economic imbalances. This rebalanced economy should benefit all UK regions, including London.

HIGH SPEED UK & HS2 LINKS TO LONDON



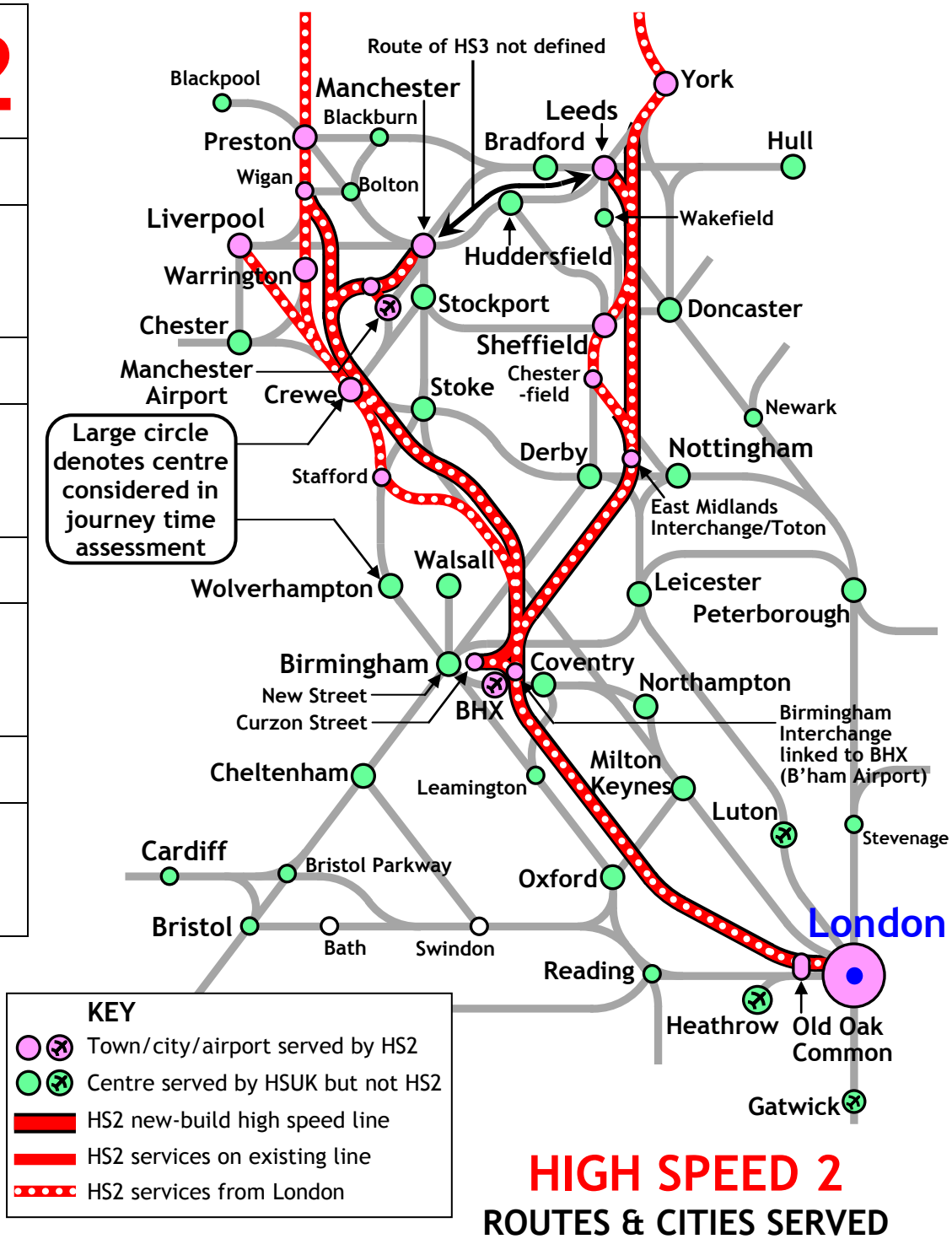
$ Cheltenham services run onward to Bristol and Cardiff

For journey times presented in tabulated format see p278

LONDON

Focus of HS2 system, but only 11 out of 31 cities & airports linked. Remainder bypassed or not served

HS2
Average journey time reductions:
19%
No. of cities directly linked:
11
No. of journeys made faster:
13
No. of journeys made worse:
8



HIGH SPEED 2

ROUTES & CITIES SERVED

LONDON

HSUK high speed links from London to all major towns & cities served by present intercity network

HSUK

Average journey time reductions:

31%

No. of cities directly linked:

27

No. of journeys made faster:

25

No. of journeys made worse:

0

London served by:
HSUK31,32,33,34
HSUK35,36,37
HSUK41,42,43,44
HSUK45,46,51,75
HSUK52,53,54,55
HSUK61,62,63,64
HSUK71,72,73,74
See Appendix A1

HIGH SPEED UK
ROUTES & CITIES SERVED

www.highspeeduk.co.uk

Comparative Journey Times from **London**

Quickest via:	HSUK	No change	HS2	Journey time adjusted for number of changes			HSUK		Existing		HS2		Journey made worse by HS2
Origin	Destination			HSUK	Existing	HS2	Journey time	No of changes	Journey time	No of changes	Journey time	No of changes	
LONDON	Birmingham			57	83	49	57	0	83	0	49	0	
	B'ham Airport			47	71	71	47	0	71	0	71	0	
	Bradford			95	191	136	95	0	171	1	116	1	
	Cheltenham			156	136	136	136	1	136	0	136	0	
	Chester			106	123	125	106	0	123	0	95	1[A]	#
	Coventry			38	61	61	38	0	61	0	61	0	#
	Crewe			84	93	55	84	0	93	0	55	0	
	Derby			53	87	87	53	0	87	0	80	1[A]	#
	Doncaster			65	98	98	65	0	98	0	98	0	#
	Heathrow			21	21	21	21	0	21	0	21	0	
	Huddersfield			100	189	129	100	0	169	1	109	1	
	Hull			124	164	164	124	0	154	1	154	0	
	Leeds			77	133	81	77	0	133	0	81	0	
	Leicester			37	64	64	37	0	64	0	64	0	#
	Liverpool			98	133	93	98	0	133	0	93	0	
	Luton			22	22	22	22	0	22	0	22	0	
	Manchester			77	127	67	77	0	127	0	67	0	
	M'ch'r Airport			127	168	81	107	1	148	1	71	0	
	Milton Keynes			32	32	32	32	0	32	0	32	0	
	Northampton			30	53	53	30	0	53	0	53	0	
	Nottingham			47	101	97	47	0	101	0	77	1[A]	
	Oxford			58	58	58	58	0	58	0	58	0	
	Peterborough			49	49	49	49	0	49	0	49	0	
	Preston			112	131	84	112	0	131	0	84	0	
	Sheffield			56	122	85	56	0	122	0	85	0	
	Stockport			89	118	118	89	0	118	0	118	0	#
	Stoke			69	87	87	69	0	87	0	87	0	#
	Walsall			69	141	141	69	0	121	1	121	1	#
	Warrington			95	109	81	95	0	109	0	81	0	
	Wolverhampton			75	110	110	75	0	110	0	110	0	
	York			69	111	84	69	0	111	0	84	0	

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.