

APPENDIX L5

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

LUTON

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

Appendix L5 : Luton	
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Luton

Town/City	Luton
Population of built-up area**	260,000
Ranking amongst UK cities**	31
Number of cities directly linked by existing rail network (out of 31)	3

References: HSUK London-Birmingham Rail Strategy HSUK Regional Maps 01 & 02 HSUK Luton Network Map <i>All available on HSUK website</i> www.highspeeduk.co.uk
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** https://en.wikipedia.org/wiki/List_of_urban_areas_in_the_United_Kingdom

Luton : Intercity Connectivity with HSUK and HS2

Luton	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	62%	17	30	0	30
HS2	N/A	0	N/A	N/A	0

Out of all the 32 UK towns, cities and airports considered in this study, Luton is arguably the worst connected. It lies on the Midland Main Line, and enjoys direct services (from Luton Airport Parkway rather than the more central Luton Station) to London, Leicester and Nottingham – but not to either Derby or Sheffield which would give access to many more UK cities. Hence despite its location on the primary M1 transport corridor, most of Luton’s intercity links – for instance to Leeds, Manchester, Liverpool and Oxford – are routed via central London, and a transfer from St Pancras to either Kings Cross or Euston or Paddington.

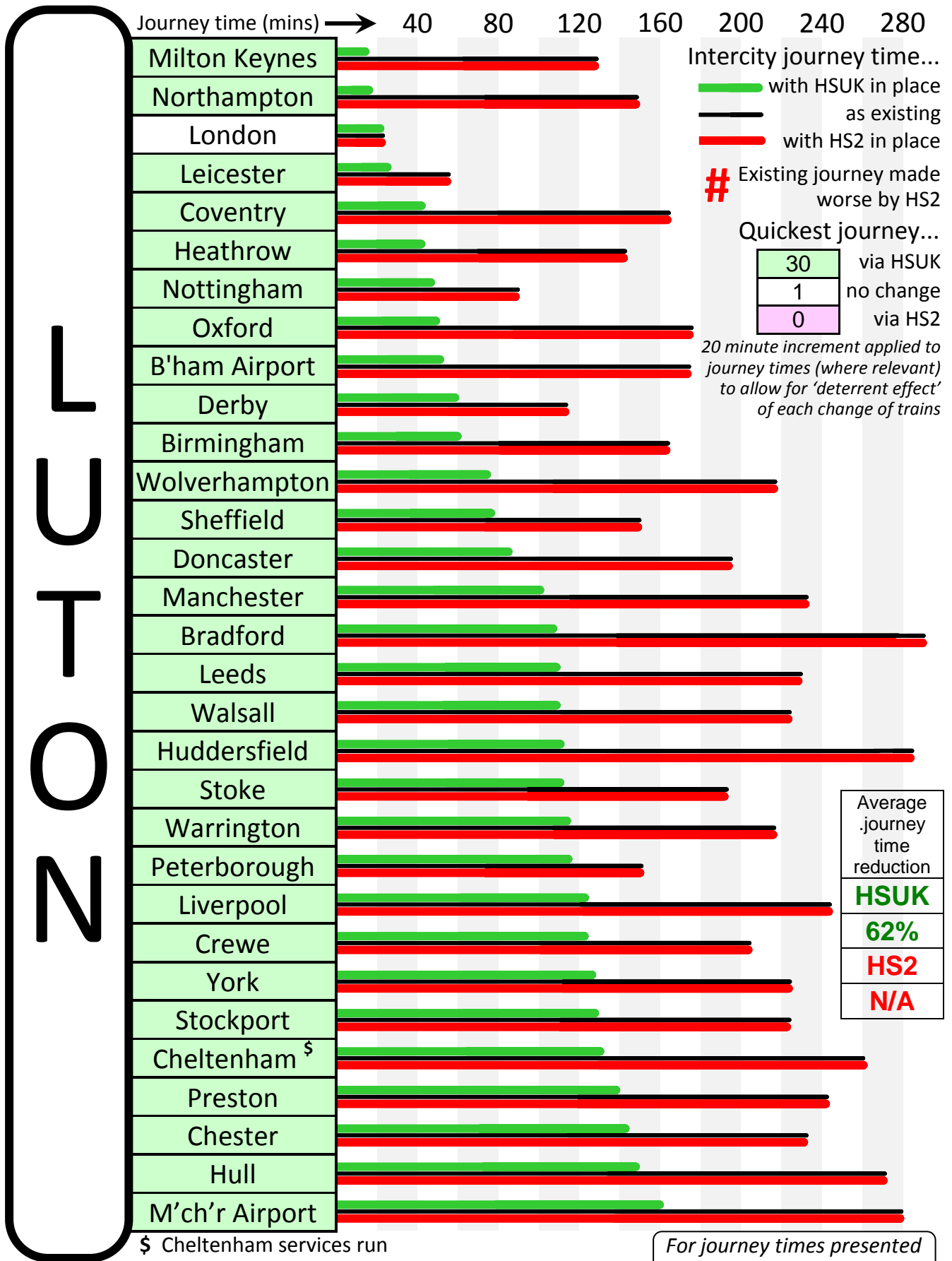
Luton’s poor connectivity will not be improved in any meaningful way by HS2. Local journeys along the Midland Main Line seem likely to be made worse through the projected withdrawal of intercity services. Longer distance journeys routed via central London might be made shorter by virtue of the reduced journey time of the leg to London; however the principle of routeing most intercity journeys to a centrally located community of over a quarter-million population, via the congestion of central London, 40km to the south, is so unacceptable that any such journeys cannot be rated as improvements. In consequence, no journeys to Luton have been classified either as ‘made faster’ or as ‘made worse’.

Luton’s intercity connectivity will be transformed by HSUK. Its 4-track trunk route following the M1 passes beneath the Luton/Dunstable conurbation in tunnel, and a spur from the Midland Main Line allows HSUK services routed via Luton to join the high speed line and continue northwards to either Leicester, Milton Keynes or Birmingham, where connection can be made to other HSUK services. Luton will be directly connected to 17 of the 31 other centres considered in this study, and a single change of trains is required to access the remaining 14. All routeing via central London is eliminated, and average journey times will be reduced by 62% - the best HSUK performance for any city.

HIGH SPEED UK

& HS2 LINKS TO

LUTON



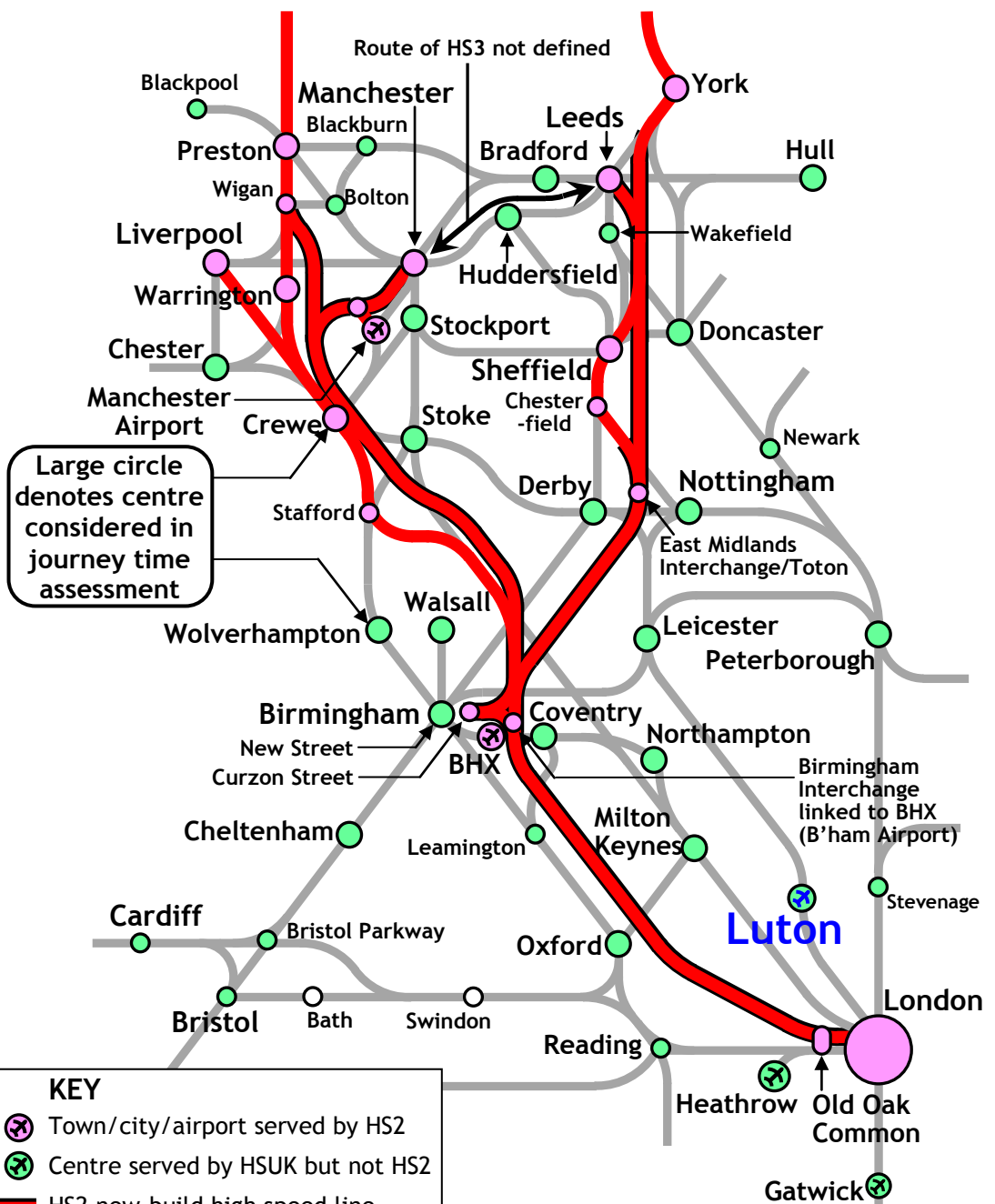
LUTON

Isolated from HS2, no improvement to current poor local and national connectivity

HS2
Average journey time reductions:
N/A*
No. of cities directly linked:
0
No. of journeys made faster:
N/A*
No. of journeys made worse:
N/A*



*HS2 journeys to Luton not assessed as made faster/made worse due to continued routing of most intercity journeys to Luton via London



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 Luton

HIGH SPEED 2
ROUTES & CITIES SERVED

LUTON






Connectivity transformed through link to HSUK spine route following M1 corridor

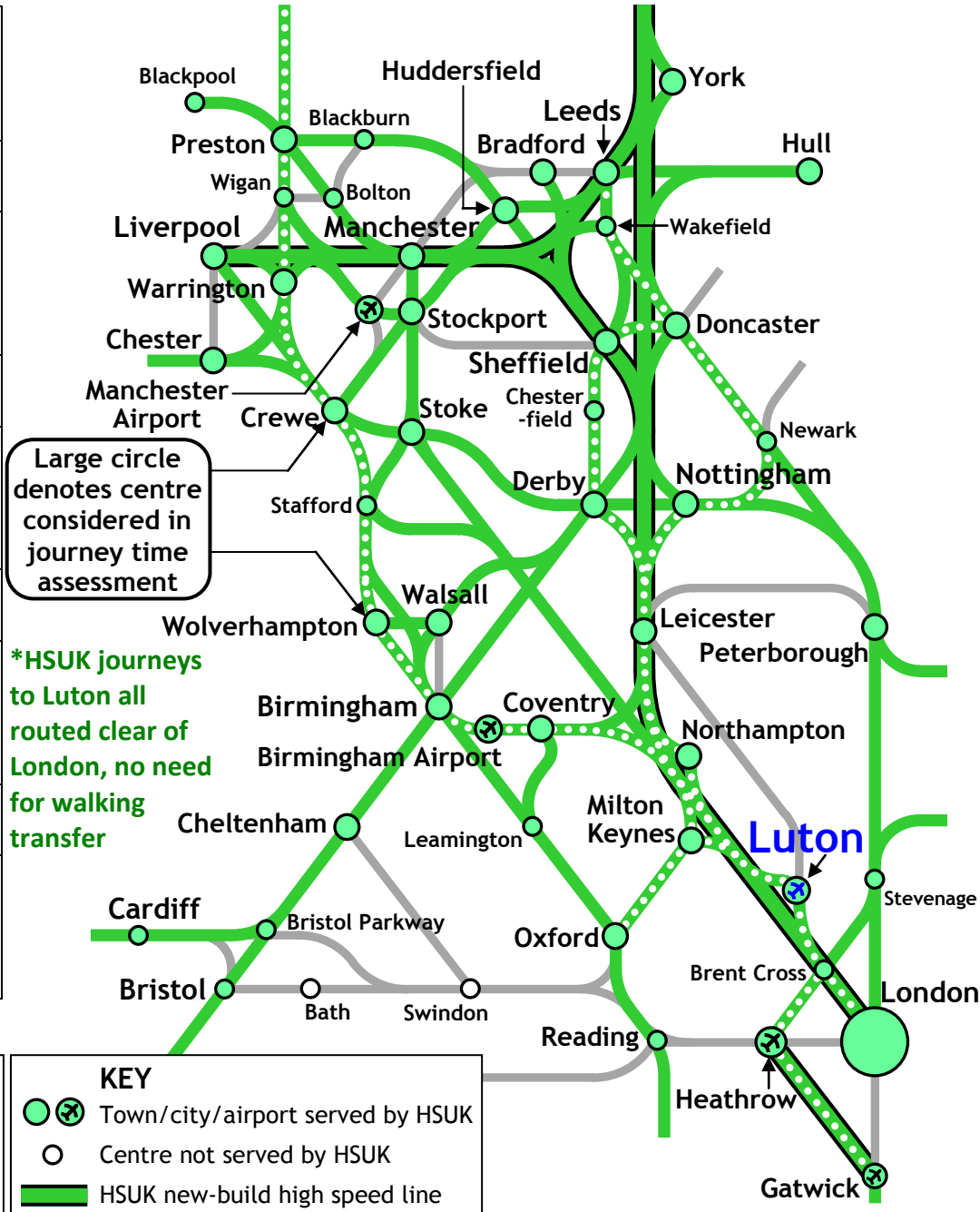
HSUK
Average journey time reductions:
62%
No. of cities directly linked:
18*
No. of journeys made faster:
30*
No. of journeys made worse:
0

Large circle denotes centre considered in journey time assessment

*HSUK journeys to Luton all routed clear of London, no need for walking transfer

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 Luton



Luton served by:
 HSUK61
 HSUK72,74,75
 HSUK93
 See Appendix A1

HIGH SPEED UK
 ROUTES & CITIES SERVED

www.highspeeduk.co.uk

Comparative Journey Times from Luton

Quickest via:	HSUK	No change	HS2	Journey time adjusted for number of changes			HSUK		Existing		HS2	
				HSUK	Existing	HS2	Journey time	No of changes	Journey time	No of changes	Journey time	No of changes
L U T O N	Birmingham	60	165	165	60	0	145	1	145	1	§	
	B'ham Airport	50	155	155	50	0	135	1	135	1	§	
	Bradford	111	290	290	91	1	230	3	230	3	§	
	Cheltenham	134	261	261	114	1	201	3	201	3	§	
	Chester	141	234	234	121	1	194	2	194	2	§	
	Coventry	41	165	165	41	0	125	2	125	2	§	
	Crewe	119	203	203	99	1	163	2	163	2	§	
	Derby	59	114	114	59	0	94	1	94	1	§	
	Doncaster	86	197	197	66	1	157	2	157	2	§	
	Heathrow	41	142	142	41	0	102	2	102	2	§	
	Huddersfield	113	285	285	93	1	245	2	245	2	§	
	Hull	148	272	272	128	1	232	2	232	2	§	
	Leeds	113	230	230	93	1	190	2	190	2	§	
	Leicester	25	57	57	25	0	57	0	57	0	§	
	Liverpool	125	244	244	105	1	204	2	204	2	§	
	London	22	22	22	22	0	22	0	22	0	§	
	Manchester	104	233	233	84	1	193	2	193	2	§	
	M'ch'r Airport	163	280	280	143	1	220	3	220	3	§	
	Milton Keynes	14	128	128	14	0	88	2	88	2	§	
	Northampton	17	148	148	17	0	108	2	108	2	§	
	Nottingham	48	89	89	48	0	89	0	89	0	§	
	Oxford	46	177	177	46	0	137	2	137	2	§	
	Peterborough	115	151	151	95	1	111	2	111	2	§	
	Preston	138	242	242	138	0	202	2	202	2	§	
	Sheffield	79	150	150	59	1	130	1	130	1	§	
	Stockport	128	223	223	108	1	183	2	183	2	§	
Stoke	111	194	194	91	1	154	2	154	2	§		
Walsall	108	225	225	88	1	185	2	185	2	§		
Warrington	115	219	219	115	0	179	2	179	2	§		
Wolverhampton	74	219	219	74	0	179	2	179	2	§		
York	131	220	220	111	1	180	2	180	2	§		

§ = Note that no assessment is made of journeys to Luton being made either faster or worse by HS2, due to continued need for walking or tube transfer between London terminus stations on most intercity journeys to Luton.

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