APPENDIX M3

CONNECTIVITY IMPROVEMENTS ACHIEVED BY HS2 AND HIGH SPEED UK FOR:

MILTON KEYNES

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

Milton Keynes

Town/City	Milton Keynes
Population of built-up area**	**230,000**
Ranking amongst UK cities**	**35**
Number of cities directly linked by existing rail network (out of 31)	**14**

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

Milton Keynes : Intercity Connectivity with HSUK and HS2

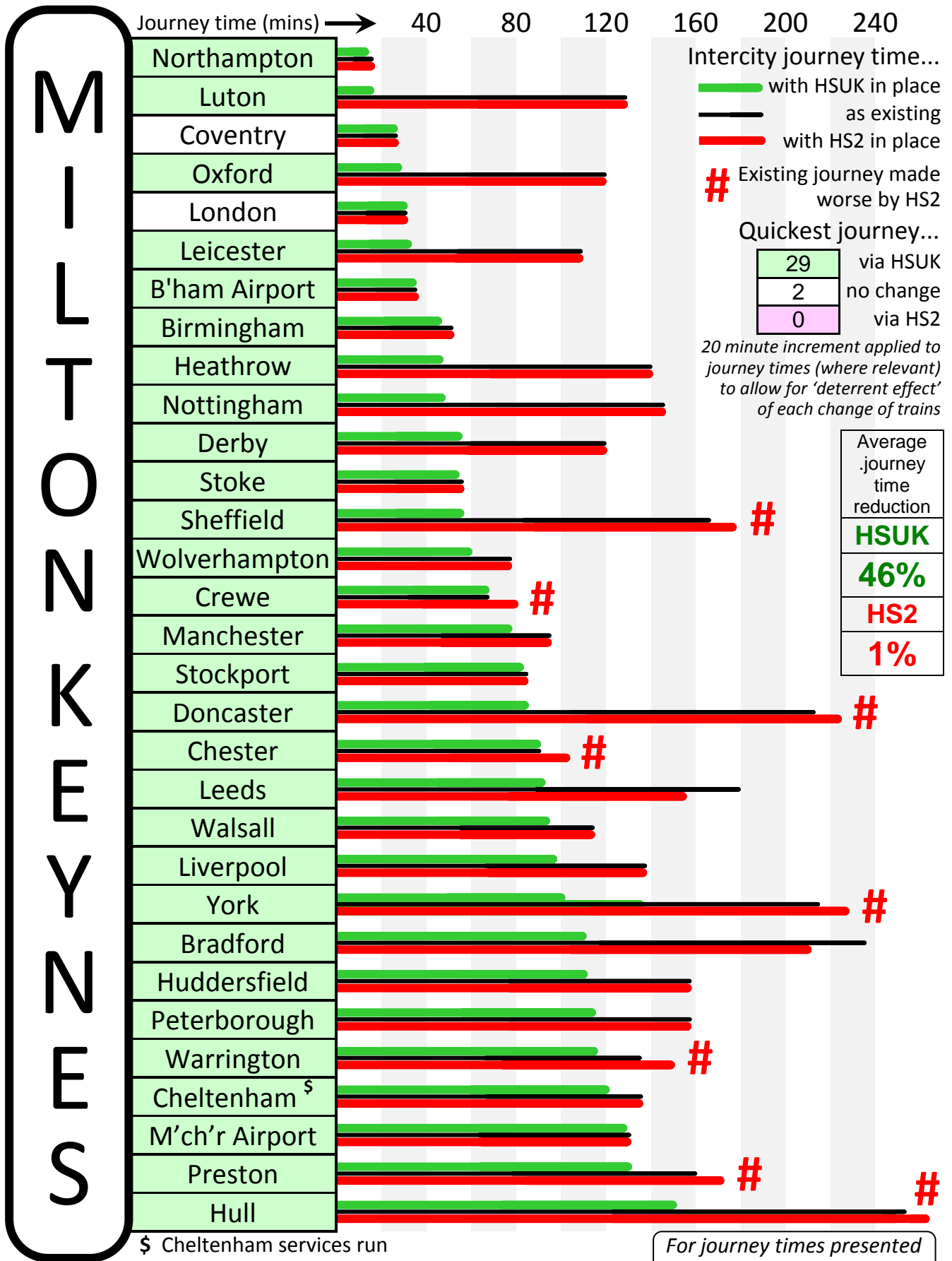| Milton Keynes	Average journey time reduction	Cities directly linked (out of 31)	Journeys made faster (out of 31)	Journeys made worse (out of 31)	Best performer (out of 31 journeys)
High Speed UK	**46%**	**22**	**28**	**0**	**29**
HS2	**1%**	**0**	**2**	**8**	**0**

Milton Keynes' score of 12 cities directly linked conceals a crucial connectivity deficiency – all these links are to cities located along the axis of the West Coast Main Line, and journeys to other UK cities served by Midland and East Coast main lines require a change of trains, generally at Birmingham New Street. These circuitous journeys compare very poorly with road journeys to the same cities along the M1. The forthcoming reopening of the East-West route, linking Milton Keynes to Oxford via Bletchley and Bicester will do little to improve the strategic situation.

HS2 will do nothing to improve Milton Keynes' intercity connectivity, and instead will make it significantly worse through the proposed withdrawal of WCML intercity services. This withdrawal of intercity services is a natural consequence of the transfer of primary city flows to HS2, and the imperative to create more capacity for commuter services. Whilst any reduction of rail congestion is welcome, this strategy, of enhancing commuter services at the expense of intercity services, can only have the effect of reinforcing Milton Keynes' status as a dormitory town rather than an independent regional centre.

The establishment of HSUK's M1-aligned trunk route combined with the ongoing reopening of the East-West route will transform Milton Keynes' intercity connectivity. These two new routes will create an entirely new cross-country corridor, running from the South Coast via Reading, Oxford, Milton Keynes and Northampton to the East Midlands and South Yorkshire, and then onwards to Manchester and Liverpool or to Leeds, the North-East and Scotland. In this way, Milton Keynes can attain direct connectivity to all principal UK cities, and thus become a key hub of the UK national network.

HIGH SPEED UK
& HS2 LINKS TO
MILTON KEYNES

Journey time (mins) → 40 80 120 160 200 240

Intercity journey time...
- ▬ with HSUK in place (green)
- ▬ as existing (black)
- ▬ with HS2 in place (red)

Existing journey made worse by HS2

Quickest journey...

29	via HSUK
2	no change
0	via HS2

20 minute increment applied to journey times (where relevant) to allow for 'deterrent effect' of each change of trains

Average journey time reduction	
HSUK	
46%	
HS2	
1%	

MILTON KEYNES

- Northampton
- Luton
- Coventry
- Oxford
- London
- Leicester
- B'ham Airport
- Birmingham
- Heathrow
- Nottingham
- Derby
- Stoke
- Sheffield **#**
- Wolverhampton
- Crewe **#**
- Manchester
- Stockport
- Doncaster **#**
- Chester **#**
- Leeds
- Walsall
- Liverpool
- York **#**
- Bradford
- Huddersfield
- Peterborough
- Warrington **#**
- Cheltenham $
- M'ch'r Airport
- Preston **#**
- Hull **#**

$ Cheltenham services run onward to Bristol and Cardiff

For journey times presented in tabulated format see p302
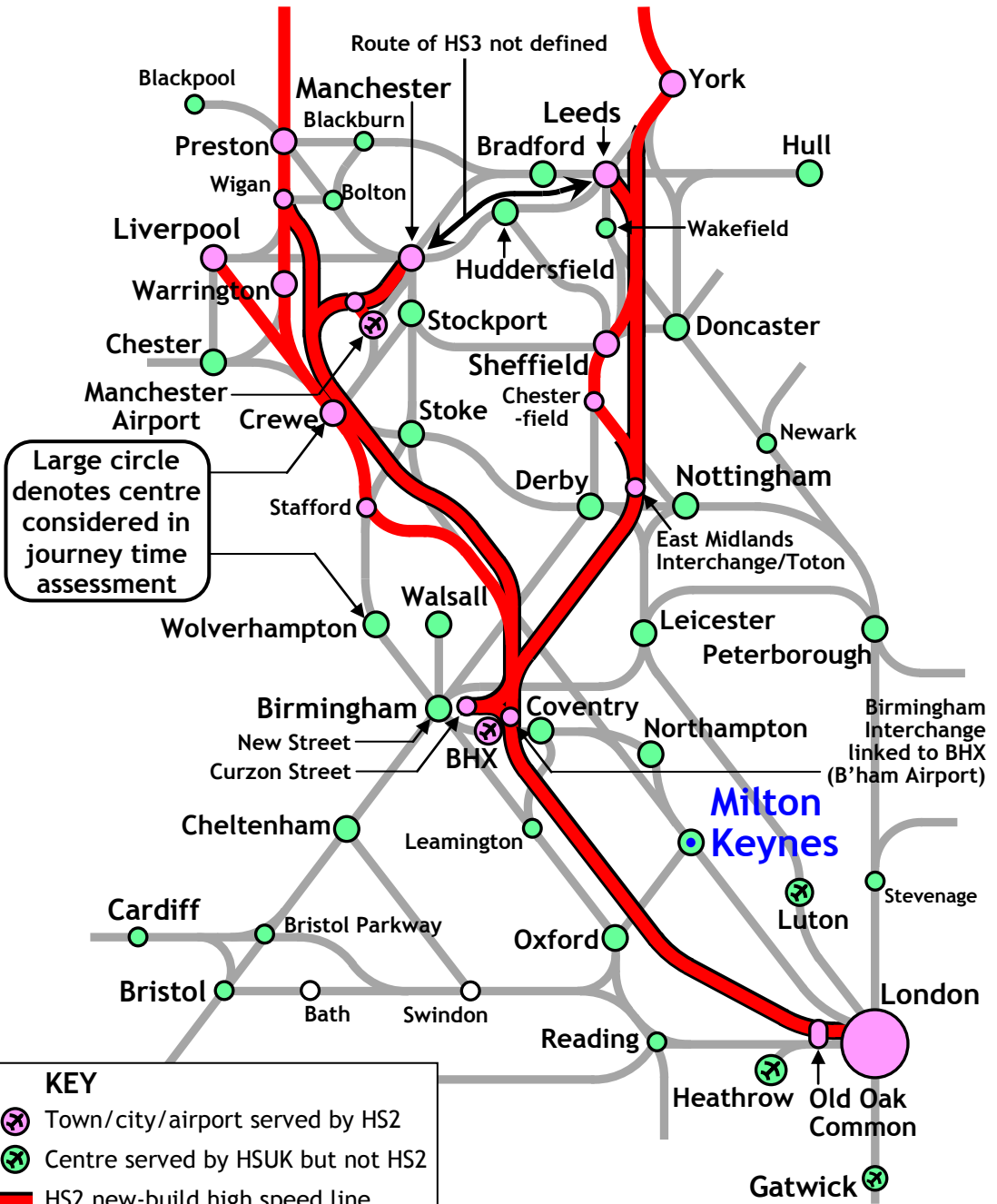
MILTON KEYNES

Bypassed by HS2, existing intercity services made worse, no rail link along M1 corridor to East Mids

HS2

Average journey time reductions:

1%

No. of cities directly linked:

0

No. of journeys made faster:

2

No. of journeys made worse:

8

Route of HS3 not defined

Blackpool
Manchester
Blackburn
Preston
Wigan
Bolton
Liverpool
Warrington
Chester
Manchester Airport
Crewe
Stoke
Stockport
Huddersfield
Leeds
Bradford
York
Hull
Wakefield
Doncaster
Sheffield
Chester-field
Newark
Derby
Nottingham
East Midlands Interchange/Toton

Large circle denotes centre considered in journey time assessment

Stafford
Walsall
Wolverhampton
Leicester
Peterborough
Birmingham
New Street
Curzon Street
BHX
Coventry
Northampton
Birmingham Interchange linked to BHX (B'ham Airport)
Cheltenham
Leamington
Milton Keynes
Cardiff
Bristol Parkway
Oxford
Luton
Stevenage
Bristol
Bath
Swindon
Reading
London
Heathrow
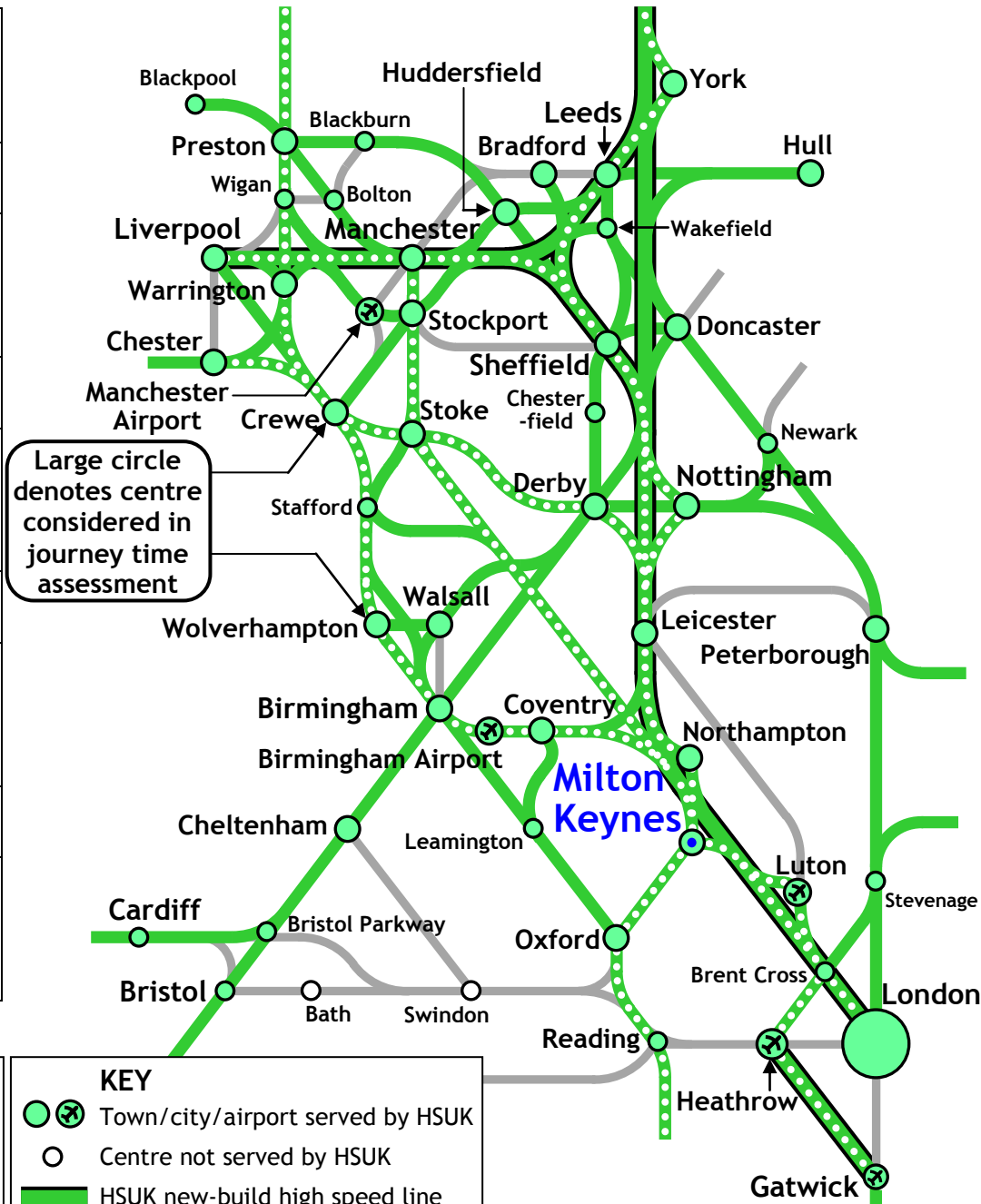Old Oak Common
Gatwick

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 Milton Keynes

HIGH SPEED 2
ROUTES & CITIES SERVED

MILTON KEYNES

Direct high speed links to most UK principal cities on new 'M1 corridor' northward intercity route

HSUK

Average journey time reductions:

46%

No. of cities directly linked:

22

No. of journeys made faster:

28

No. of journeys made worse:

0

Milton Keynes served by:
HSUK02,03
HSUK51,55,61
HSUK75,79
HSUK94
See Appendix A1

Large circle denotes centre considered in journey time assessment

Blackpool
Huddersfield
York
Blackburn
Leeds
Preston
Bradford
Hull
Wigan
Bolton
Liverpool
Manchester
Wakefield
Warrington
Stockport
Doncaster
Chester
Sheffield
Manchester Airport
Chester-field
Newark
Crewe
Stoke
Stafford
Derby
Nottingham
Walsall
Wolverhampton
Leicester
Peterborough
Birmingham
Coventry
Northampton
Birmingham Airport
Milton Keynes
Cheltenham
Leamington
Luton
Cardiff
Stevenage
Bristol Parkway
Oxford
Brent Cross
London
Bristol
Bath
Swindon
Reading
Heathrow
Gatwick

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 Milton Keynes

www.highspeeduk.co.uk

HIGH SPEED UK
ROUTES & CITIES SERVED

Comparative Journey Times from **Milton Keynes**

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	
M I L T O N K E Y N E S	Birmingham			44	52	52	44	0	52	0	52	0	
	B'ham Airport			34	37	37	34	0	37	0	37	0	
	Bradford			113	237	211	93	1	197	2	161	2^B	
	Cheltenham			119	137	137	99	1	117	1	117	1	
	Chester			90	90	90	90	0	90	0	90	0	#
	Coventry			25	25	25	25	0	25	0	25	0	
	Crewe			66	66	66	66	0	66	0	66	0	#
	Derby			56	120	120	56	0	100	1	100	1	
	Doncaster			83	214	214	63	1	174	2	174	2	#
	Heathrow			46	140	140	46	0	100	2	100	2	
	Huddersfield			113	159	159	93	1	139	1	139	1	
	Hull			150	255	255	130	1	235	1	219	2^B	#
	Leeds			95	180	156	95	0	160	1	126	1^B	
	Leicester			32	108	108	32	0	88	1	88	1	
	Liverpool			102	139	139	102	0	119	1	119	1	
	London			32	32	32	32	0	32	0	32	0	
	Luton			14	128	128	14	0	88	2	88	2	
	Manchester			81	95	95	81	0	95	0	95	0	
	M'ch'r Airport			131	131	131	111	1	111	1	111	1	
	Northampton			12	16	16	12	0	16	0	16	0	
	Nottingham			48	146	146	48	0	126	1	126	1	
	Oxford			27	38	38	27	0	38	0	38	0	
	Peterborough			112	159	159	92	1	119	2	119	2	
	Preston			133	160	160	113	1	160	0	130	1^B	#
	Sheffield			56	166	166	56	0	146	1	146	1	#
	Stockport			82	85	85	82	0	85	0	85	0	
	Stoke			55	57	57	55	0	57	0	57	0	
	Walsall			92	114	114	72	1	94	1	94	1	
	Warrington			116	136	136	96	1	136	0	136	0	#
	Wolverhampton			58	79	79	58	0	79	0	79	0	
	York			113	216	216	113	0	196	1	196	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.