

APPENDIX S3

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

STOKE

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

Appendix S3 : Stoke	
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Stoke

Town/City	Stoke
Population of built-up area**	370,000
Ranking amongst UK cities**	19
Number of cities directly linked by existing rail network (out of 31)	13

References:

HSUK Potteries Rail Strategy
 HSUK Regional Map 08
 HSUK Stoke Network Map
All available on HSUK website
www.highspeeduk.co.uk

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

Stoke : Intercity Connectivity with HSUK and HS2

Stoke	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%	26	31	0	31
HS2	1%	0	1	11	0

Stoke and the wider Potteries conurbation comprise the largest population centre between the West Midlands and the North-West; yet Stoke is bypassed by the primary route of the West Coast Main Line, which passes 10km to the west. Consequently it is Crewe (population 70,000) rather than Stoke (population 370,000) where the primary routes to Manchester, Liverpool and North Wales diverge. Stoke enjoys good connectivity to London, Birmingham and Manchester by virtue of its location on the North Staffordshire main line in the Trent Valley, with 2 trains per hour on both routes; however its links to other primary WCML routes (to Liverpool, Scotland and the North Wales coast) require a change of trains at Crewe. Stoke also lacks direct links to any primary city to the east of the Pennines.

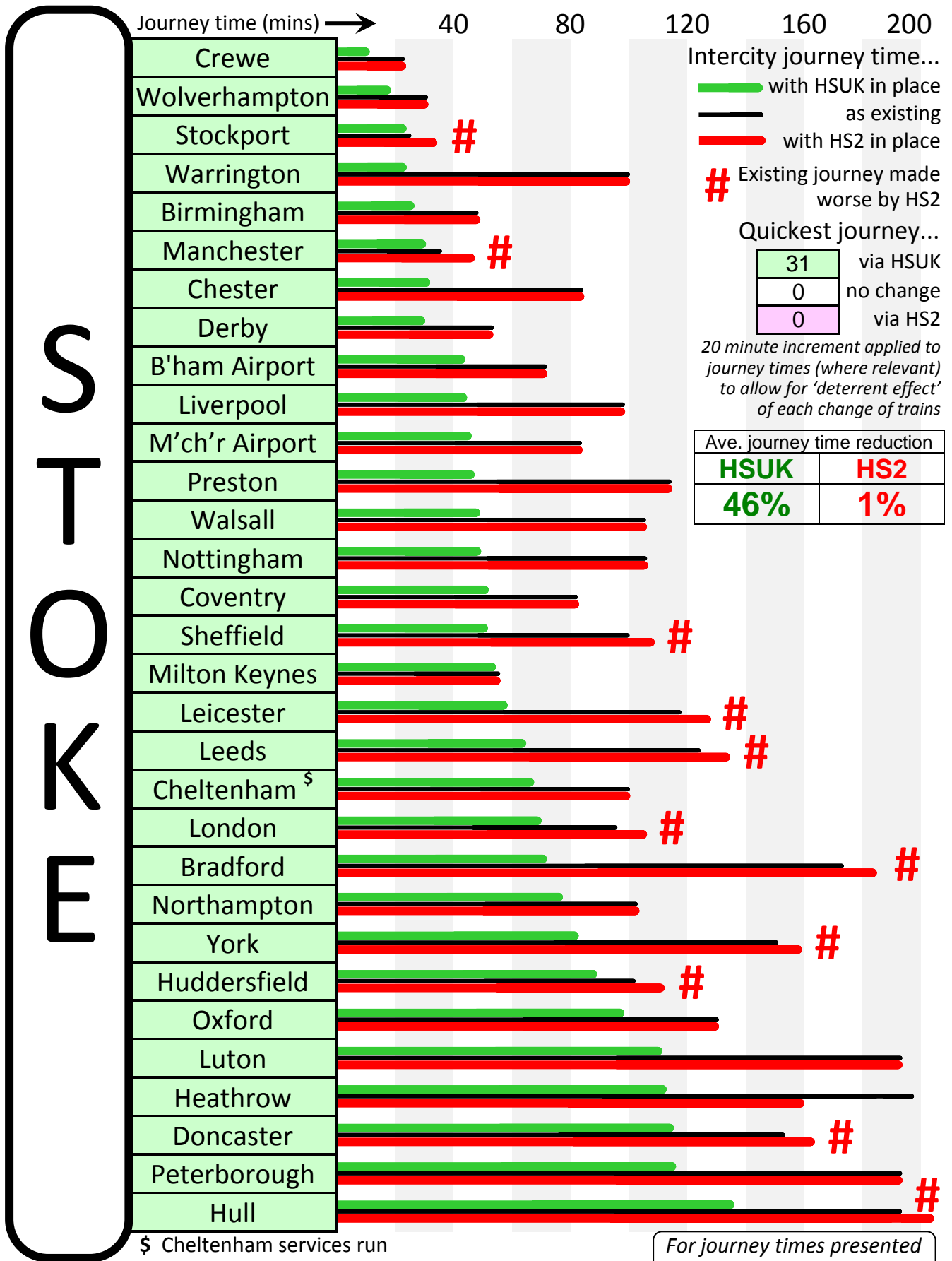
Stoke's poor intercity connectivity will be considerably worsened by HS2. HS2's new-build route will follow the West Coast Main Line, London to Manchester services will bypass Stoke, and intercity services to London on the main line route via Stoke will be reduced to a single train per hour. HS2's focus on Crewe Hub (20km from Stoke) will bring no connectivity benefits for Stoke and the Potteries, and the proposed developments at Crewe are likely to suck economic activity from the more populous Potteries region.

The HSUK proposals recognise the fundamental illogicality of both West Coast Main and HS2 bypassing the large Potteries population and its high economic potential, and instead serving a much smaller population at Crewe. The HSUK strategy is to upgrade the existing North Staffordshire routes to focus regional connectivity upon Stoke, either at its existing station, or at a new site at Etruria in accordance with Stoke City Council plans. The following primary routes will intersect at Stoke:

- Liverpool-Warrington-Crewe-Stoke-Derby-Nottingham
- London-Stoke-Crewe, splitting for North Wales and Warrington-Preston-Glasgow.
- South Coast-Birmingham-Stoke-Manchester
- South Wales-Birmingham-Stoke-Manchester-Leeds-York-NorthEast-Edinburgh-Glasgow

HIGH SPEED UK & HS2 LINKS TO

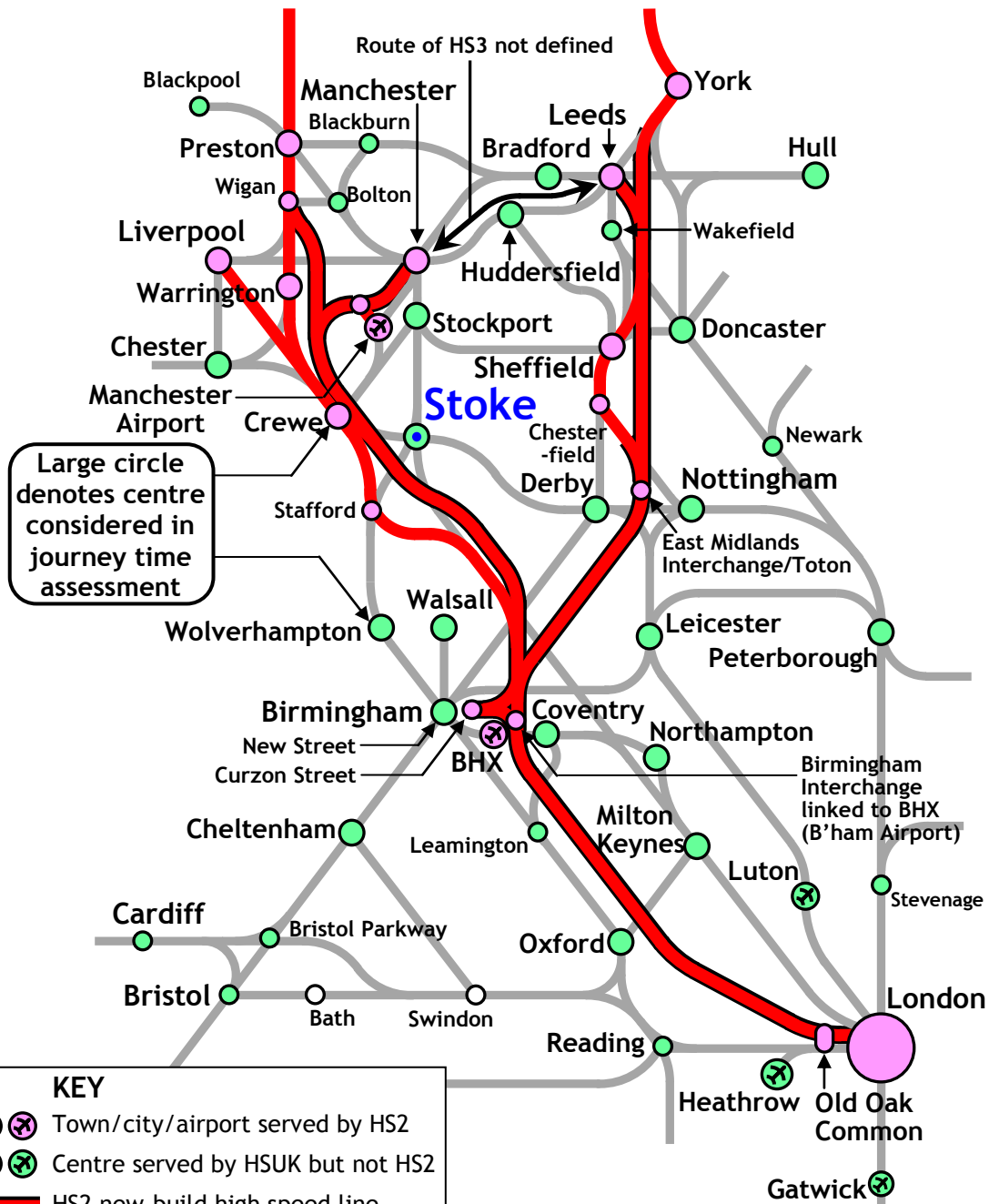
STOKE



STOKE

Existing 2 train per hour service to London cut to 1 tph, Crewe Hub too far away to offer alternative

HS2
Average journey time reductions:
1%
No. of cities directly linked:
0
No. of journeys made faster:
1
No. of journeys made worse:
11

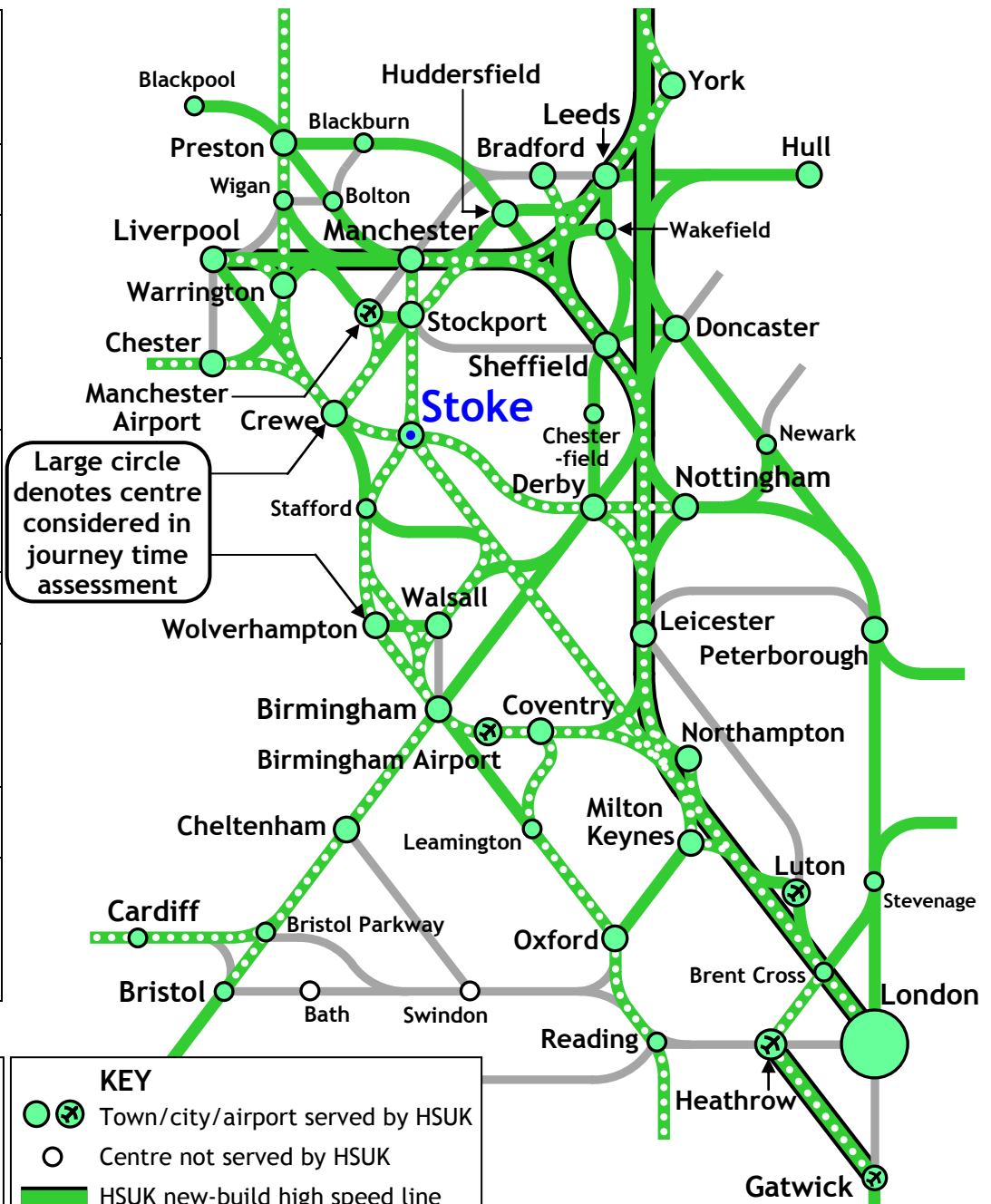


HIGH SPEED 2
ROUTES & CITIES SERVED

STOKE

Fully connected to national high speed network, direct high speed links to most principal UK cities

HSUK
Average journey time reductions:
46%
No. of cities directly linked:
26
No. of journeys made faster:
31
No. of journeys made worse:
0



Stoke served by:
 HSUK04
 HSUK11,12,14,15
 HSUK46,51
 HSUK52,54,55
 HSUK79
 HSUK94
 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 Stoke

www.highspeeduk.co.uk

HIGH SPEED UK
 ROUTES & CITIES SERVED

Comparative Journey Times from Stoke

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		
S T O K E	Birmingham	25	48	48	25	0	48	0	48	0			
	B'ham Airport	42	72	72	42	0	72	0	72	0			
	Bradford	69	173	173	69	0	133	2	133	2	#		
	Cheltenham	65	100	100	65	0	100	0	100	0			
	Chester	30	84	84	30	0	64	1	64	1			
	Coventry	51	82	82	51	0	82	0	82	0			
	Crewe	8	22	22	8	0	22	0	22	0			
	Derby	31	53	53	31	0	53	0	53	0			
	Doncaster	121	134	134	101	1	114	1	114	1	#		
	Heathrow	112	198	160	112	0	158	2	120	2			
	Huddersfield	84	101	101	64	1	81	1	81	1	#		
	Hull	134	193	193	114	1	173	1	173	1	#		
	Leeds	63	124	124	63	0	104	1	104	1	#		
	Leicester	58	119	119	58	0	99	1	99	1	#		
	Liverpool	41	99	99	41	0	79	1	79	1			
	London	69	87	87	69	0	87	0	87	0	#		
	Luton	111	194	194	91	1	154	2	154	2			
	Manchester	30	36	36	30	0	36	0	36	0	#		
	M'ch'r Airport	45	83	83	45	0	63	1	63	1			
	Milton Keynes	55	57	57	55	0	57	0	57	0			
	Northampton	78	82	82	78	0	82	0	82	0			
	Nottingham	49	106	106	49	0	86	1	86	1			
	Oxford	98	131	131	98	0	131	0	131	0			
	Peterborough	116	194	194	96	1	174	1	174	1			
	Preston	45	114	114	45	0	94	1	94	1			
	Sheffield	53	100	100	53	0	80	1	80	1	#		
Stockport	23	26	26	23	0	26	0	26	0	#			
Walsall	48	106	106	48	0	86	1	86	1				
Warrington	22	100	100	22	0	80	1	80	1				
Wolverhampton	19	31	31	19	0	31	0	31	0				
York	80	151	151	80	0	131	1	131	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.