

# APPENDIX B1

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

# BIRMINGHAM

## *and West Midlands conurbation*

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

Appendix B1 : Birmingham	
Page 184	Introduction & key results
Page 185	Timeline of comparative journey times from Birmingham
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Page 188	Tabulated journey times from Birmingham

## Birmingham and West Midlands conurbation

<b>Town/City</b>	<b>Birmingham</b>
City Region	West Midlands
Population of built-up area**	<b>2,400,000</b>
Ranking amongst UK cities**	<b>3</b>
Number of cities directly linked by existing rail network (out of 31)	<b>24</b>

### References:

HSUK London-Birmingham Rail Strategy  
 HSUK West Midlands Rail Strategy  
 HSUK Regional Map 04  
 HSUK Birmingham Network Map  
*All available on HSUK website*  
[www.highspeeduk.co.uk](http://www.highspeeduk.co.uk)

\*\* [https://en.wikipedia.org/wiki/List\\_of\\_urban\\_areas\\_in\\_the\\_United\\_Kingdom](https://en.wikipedia.org/wiki/List_of_urban_areas_in_the_United_Kingdom) - note that Wikipedia definition of Birmingham's built-up area includes Walsall and Wolverhampton

## Birmingham : Intercity Connectivity with HSUK and HS2

Birmingham	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)
<b>High Speed UK</b>	<b>36%</b>	<b>29</b>	<b>28</b>	<b>0</b>	<b>24</b>
<b>HS2</b>	<b>23%</b>	<b>8</b>	<b>12</b>	<b>2</b>	<b>5</b>

Birmingham's central location amongst UK cities makes it the natural focus of the national rail network, and Birmingham New Street, where West Coast and CrossCountry routes intersect, is the fulcrum of the entire system. New Street station only exists because the early railway companies i.e. the London North-Western and the Midland found their original terminus stations (i.e. Curzon Street and Lawley Street) inefficient and impractical for their priority of running national systems with regional and longer-distance services crossing the West Midlands. Intercity services now radiate from New Street to most parts of the UK, and likewise regional services around the West Midlands. The station, the busiest outside London, has recently been modernised to greatly improve its facilities for passengers.

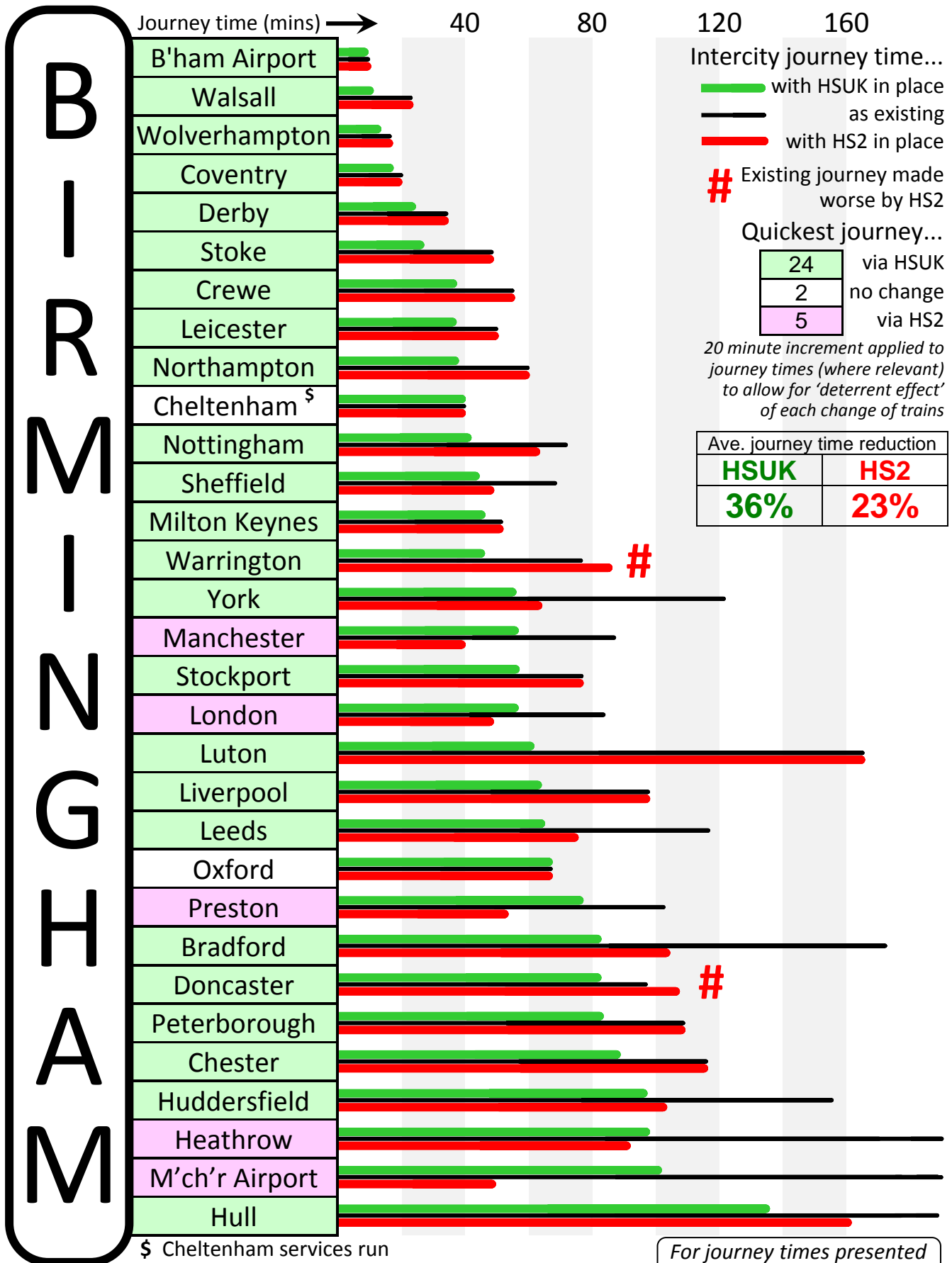
The HS2 scheme fails completely to recognise the crucial importance of the New Street hub. No measures are proposed to address the existing congestion at New Street to make room for additional high speed services. Instead a new terminus station is proposed on the site of the original Curzon Street station. This will require a 10 minute walking transfer between HS2 services arriving at Curzon Street, and intercity and local services departing from New Street. Curzon Street represents a hugely regressive step which will repeat the mistakes of the past, and will have huge adverse impacts on connectivity across the entire West Midlands region.

Under HSUK proposals, existing congestion at New Street will be alleviated by 4-tracking and upgrading key radial routes towards Coventry, Wolverhampton/Walsall and Derby. With greatly increased capacity on the approach routes, it will no longer be necessary either to terminate or reverse train services at New Street. This will allow local and regional services to be greatly increased in frequency and/or coverage, and it will also permit through-running HSUK intercity services to directly connect Birmingham to most principal UK cities.

# HIGH SPEED UK

## & HS2 LINKS TO

# BIRMINGHAM



# BIRMINGHAM

*Integrity of national network lost through disconnection between New St & Curzon St stations*

<b>HS2</b>
Average journey time reductions:
<b>23%</b>
No. of cities directly linked:
<b>8</b>
No. of journeys made faster:
<b>12</b>
No. of journeys made worse:
<b>2</b>



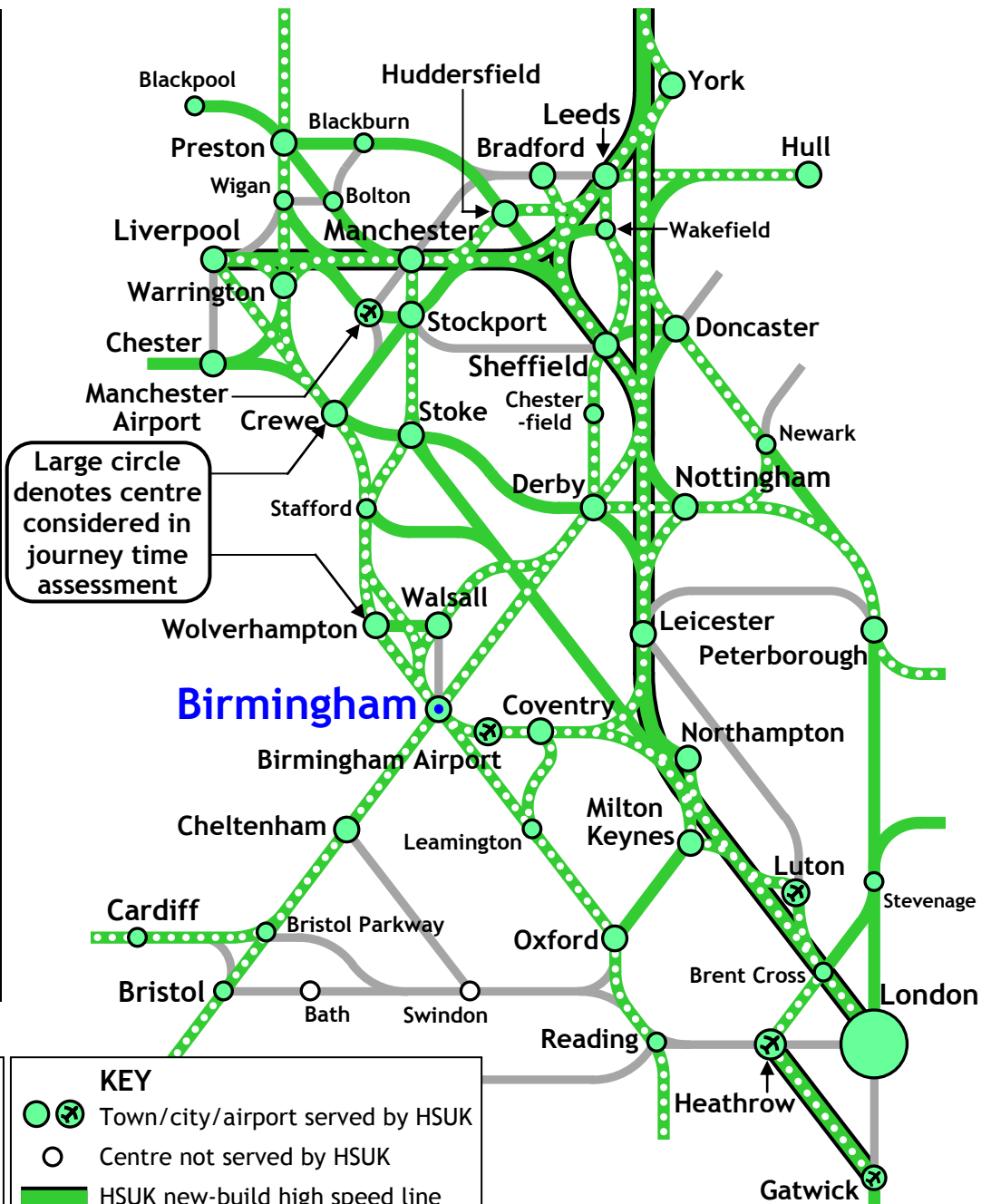
KEY	
	Town/city/airport served by HS2
	Centre served by HSUK but not HS2
	HS2 new-build high speed line
	HS2 services on existing line
	HS2 services from Birmingham

**HIGH SPEED 2**  
**ROUTES & CITIES SERVED**

# BIRMINGHAM

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

<b>HSUK</b>
Average journey time reductions:
<b>36%</b>
No. of cities directly linked:
<b>29</b>
No. of journeys made faster:
<b>28</b>
No. of journeys made worse:
<b>0</b>



Birmingham served by:  
 HSUK01,04,05,06  
 HSUK07,08,09,10  
 HSUK11,12,13,15  
 HSUK61,62,63,64  
 HSUK94  
 See Appendix A1

[www.highspeeduk.co.uk](http://www.highspeeduk.co.uk)

**HIGH SPEED UK  
 ROUTES & CITIES SERVED**

## Comparative Journey Times from Birmingham

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			HSUK	Existing	HS2	Journey time	No of changes	Journey time	No of changes	Journey time	No of changes	
B I R M I N G H A M	B'ham Airport			9	10	10	9	0	10	0	10	0	
	Bradford			83	173	104	83	0	153	1	84	1	
	Cheltenham			40	40	40	40	0	40	0	40	0	
	Chester			86	117	117	66	1	97	1	97	1	
	Coventry			18	20	20	18	0	20	0	20	0	
	Crewe			37	55	55	37	0	55	0	55	0	
	Derby			22	34	34	22	0	34	0	34	0	
	Doncaster			82	98	98	82	0	98	0	98	0	#
	Heathrow			98	191	92	98	0	151	2	72	1	
	Huddersfield			98	156	102	98	0	136	1	82	1	
	Hull			138	189	162	138	0	169	1	142	1	
	Leeds			64	118	76	64	0	118	0	76	0	
	Leicester			37	50	50	37	0	50	0	50	0	
	Liverpool			64	99	99	64	0	99	0	99	0	
	London			57	83	49	57	0	83	0	49	0	
	Luton			60	165	165	60	0	145	1	145	1	
	Manchester			57	87	40	57	0	87	0	40	0	
	M'ch'r Airport			102	133	50	82	1	113	1	40	0	
	Milton Keynes			44	52	52	44	0	52	0	52	0	
	Northampton			38	60	60	38	0	60	0	60	0	
Nottingham			40	72	62	40	0	72	0	42	1		
Oxford			67	67	67	67	0	67	0	67	0		
Peterborough			82	109	109	82	0	109	0	109	0		
Preston			77	102	53	77	0	102	0	53	0		
Sheffield			44	69	48	44	0	69	0	48	0		
Stockport			58	78	78	58	0	78	0	78	0		
Stoke			25	48	48	25	0	48	0	48	0		
Walsall			10	22	22	10	0	22	0	22	0		
Warrington			48	78	78	48	0	78	0	78	0	#	
Wolverhampton			12	17	17	12	0	17	0	17	0		
York			56	121	63	56	0	121	0	63	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.