

# APPENDIX B2

## CONNECTIVITY IMPROVEMENTS

ACHIEVED BY **HS2** AND **HIGH SPEED UK**

FOR:

# BIRMINGHAM AIRPORT

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

<b>Appendix B2 : Birmingham Airport</b>	
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# Birmingham Airport

Airport	Birmingham
Passenger numbers per year**	<b>9.7 million</b>
Ranking amongst UK airports**	<b>7</b>
Number of cities directly linked by existing rail network (out of 31)	<b>12</b>

References:
HSUK London-B'ham Rail Strategy
HSUK West Midlands Rail Strategy
HSUK Regional Map 04
HSUK B'ham Airport Network Map
<i>All available on HSUK website</i>
<a href="http://www.highspeeduk.co.uk">www.highspeeduk.co.uk</a>

\*\* [https://en.wikipedia.org/wiki/Busiest\\_airports\\_in\\_the\\_United\\_Kingdom\\_by\\_total\\_passenger\\_traffic](https://en.wikipedia.org/wiki/Busiest_airports_in_the_United_Kingdom_by_total_passenger_traffic)

## Birmingham Airport : Intercity Connectivity with HSUK and HS2

Birmingham Airport	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>43%</b>	<b>24</b>	<b>29</b>	<b>0</b>	<b>27</b>
<b>HS2</b>	<b>20%</b>	<b>6</b>	<b>9</b>	<b>4</b>	<b>4</b>

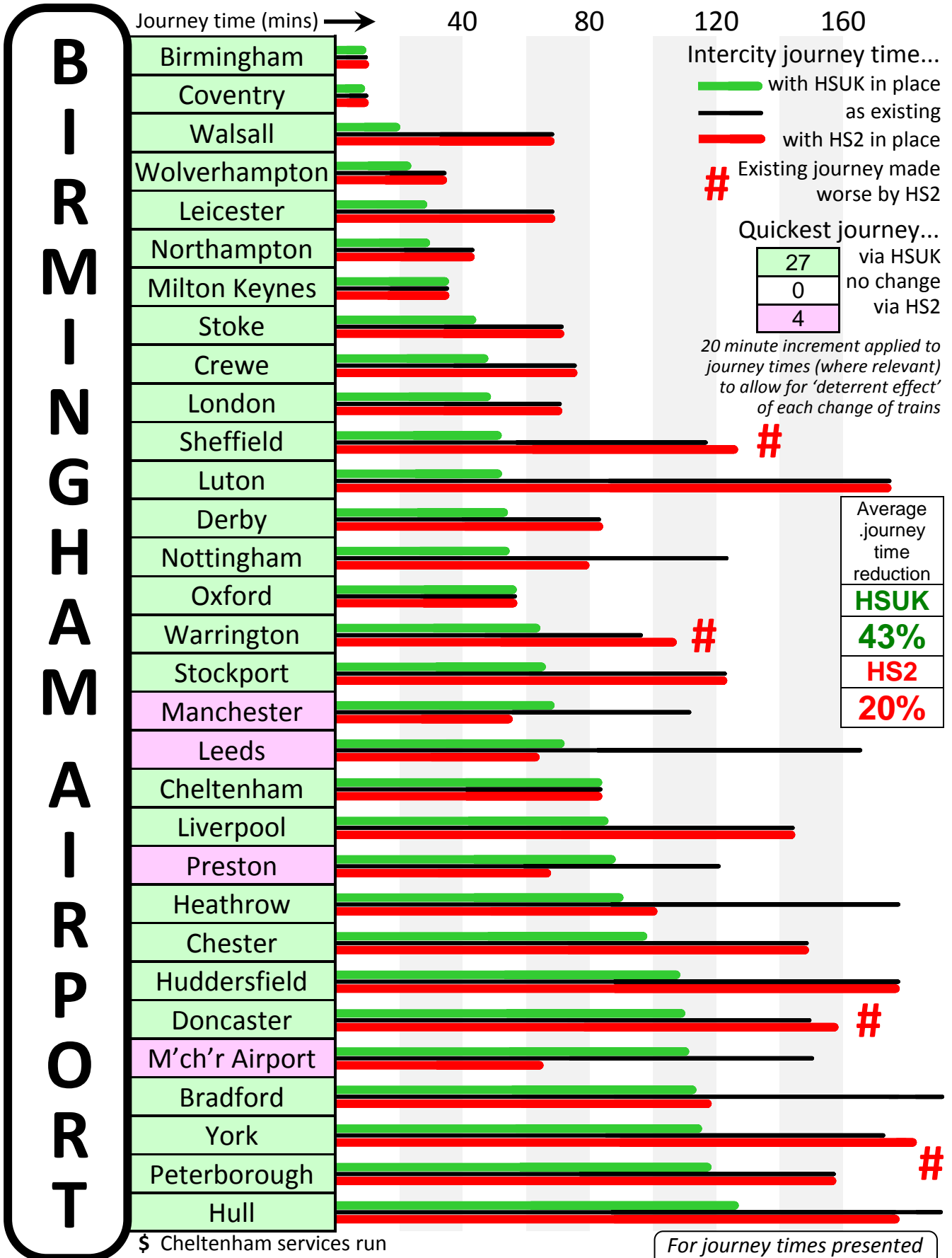
Birmingham Airport is the Midlands’ primary international gateway, and the third busiest UK airport outside London’s Heathrow, Gatwick, Stansted and Luton. Since the opening of Birmingham International station in 1976 Birmingham Airport and the adjacent National Exhibition Centre have enjoyed excellent connectivity along the axis of the West Coast Main Line, with services extending to London, to the South Coast, to Manchester and to Scotland. However, Birmingham Airport lacks any direct rail links to its more immediate East Midlands hinterland; for journeys to Leicester, Derby and Nottingham it is necessary to change at Birmingham New Street. To enable the ‘Midlands Engine’ to function to full effect, direct links from all major Midlands population centres to Birmingham Airport are clearly vital.

The location of HS2’s Birmingham Interchange station close to Birmingham Airport, with a dedicated ‘people mover’ system to link the station to the airport, would appear to satisfy the aspiration for improved regional connectivity. Yet aside from central Birmingham (for which the existing network will continue to offer quicker journeys) HS2 will offer direct links from Birmingham Interchange to only 3 other cities – Manchester, Preston and Leeds. Journeys to all other cities will require further changes of trains (for instance at Toton/East Midlands Interchange in order to reach Nottingham or Derby) or continued use of the existing network.

HSUK’s alternative strategy, to upgrade existing radial West Midlands routes rather than construct new lines, will create far greater connectivity for Birmingham Airport. The primary HSUK route from London, running via Birmingham International to Birmingham, will be 4-tracked in accordance with the long-term ambitions of the regional transport authorities. This will allow local and intercity services to be separated and thus provide a step-change increase in capacity on this critical route. A northward link to the HSUK spine route at Rugby will allow direct services to Leicester, Nottingham and Derby, as part of wider programme of works to create a ‘Midlands Ring’ linking Birmingham Airport to all major Midlands cities.

# HIGH SPEED UK & HS2 LINKS TO

# BIRMINGHAM AIRPORT



\$ Cheltenham services run onward to Bristol and Cardiff

For journey times presented in tabulated format see p194

# BIRMINGHAM AIRPORT

*At hub of HS2 system but many major cities not linked & no gains in connectivity to Midlands cities*

<b>HS2</b>
Average journey time reductions:
<b>20%</b>
No. of cities directly linked:
<b>6</b>
No. of journeys made faster:
<b>9</b>
No. of journeys made worse:
<b>4</b>

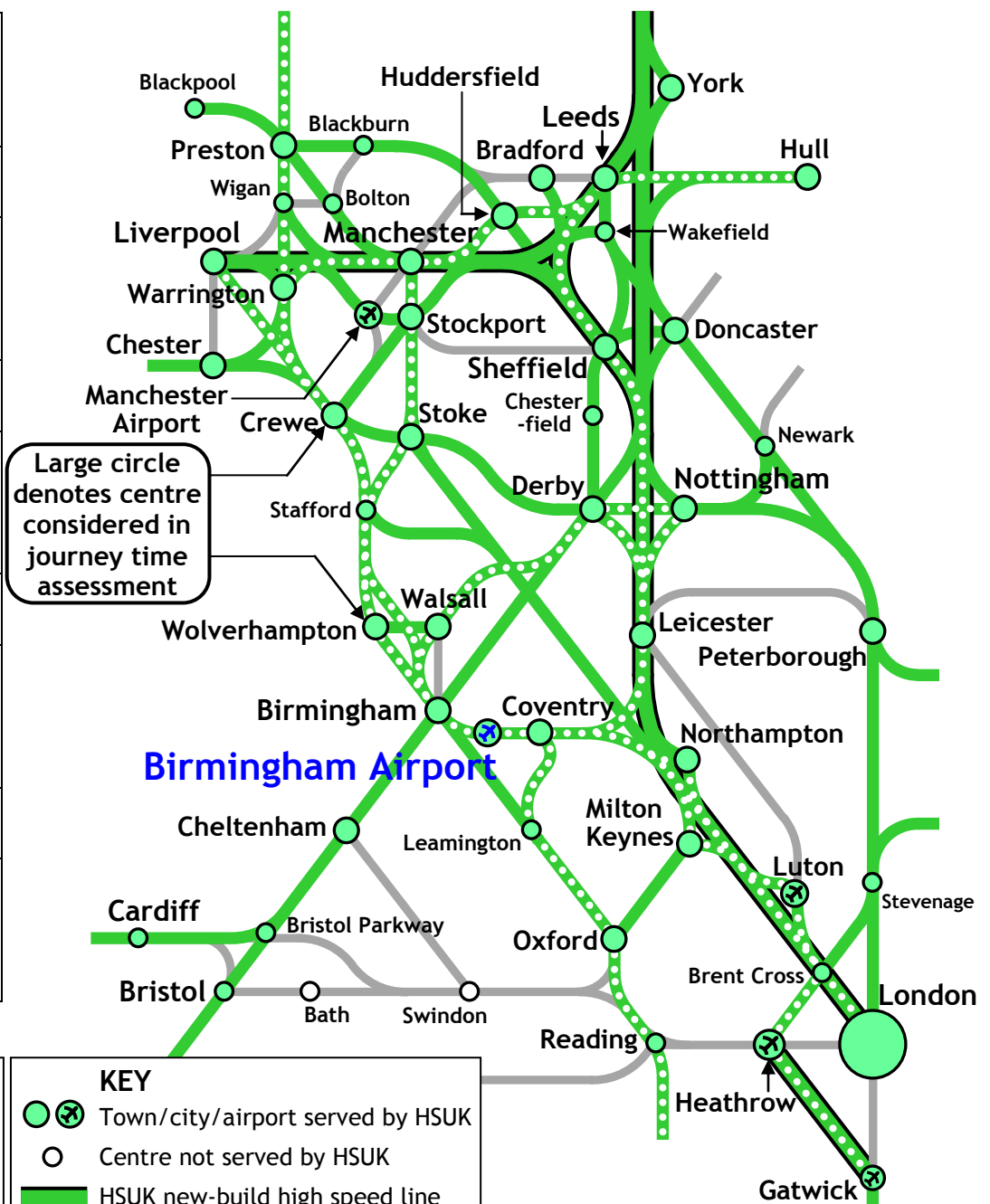


## HIGH SPEED 2 ROUTES & CITIES SERVED

# BIRMINGHAM AIRPORT

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

<b>HSUK</b>
Average journey time reductions:
<b>43%</b>
No. of cities directly linked:
<b>24</b>
No. of journeys made faster:
<b>29</b>
No. of journeys made worse:
<b>0</b>



Birmingham Airport served by:  
 HSUK06  
 HSUK11  
 HSUK61,62,63,64  
 HSUK76,78  
 HSUK94  
 See Appendix A1

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

**HIGH SPEED UK**  
 ROUTES & CITIES SERVED

## Comparative Journey Times from Birmingham Airport

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												
BIRMINGHAM AIRPORT	Birmingham		9	10	10	9	0	10	0	10	0		
	Bradford		115	221	119	95	1	181	2	89	1 <sup>B</sup>		
	Cheltenham		82	85	85	62	1	65	1	65	1		
	Chester		99	149	149	79	1	129	1	129	1		
	Coventry		9	10	10	9	0	10	0	10	0		
	Crewe		46	77	77	46	0	77	0	77	0		
	Derby		53	84	83	53	0	64	1	53	1 <sup>B</sup>		
	Doncaster		112	150	150	92	1	130	1	130	1	#	
	Heathrow		88	178	101	88	0	138	2	71	1 <sup>B</sup>		
	Huddersfield		107	181	181	107	0	161	1	161	1		
	Hull		128	238	177	128	0	198	2	147	1 <sup>B</sup>		
	Leeds		73	166	64	73	0	146	1	54	0 <sup>B</sup>		
	Leicester		28	91	91	28	0	71	1	71	1		
	Liverpool		84	145	145	84	0	125	1	125	1		
	London		47	71	71	47	0	71	0	71	0		
	Luton		50	155	155	50	0	135	1	135	1		
	Manchester		69	112	55	69	0	112	0	45	0 <sup>B</sup>		
	M'ch'r Airport		111	151	65	91	1	131	1	45	1		
	Milton Keynes		34	37	37	34	0	37	0	37	0		
	Northampton		28	43	43	28	0	43	0	43	0		
	Nottingham		53	123	80	53	0	103	1	50	1 <sup>B</sup>		
	Oxford		56	57	57	56	0	57	0	57	0		
	Peterborough		120	158	158	100	1	138	1	138	1		
	Preston		86	121	68	86	0	121	0	58	0 <sup>B</sup>		
Sheffield		52	118	118	52	0	98	1	98	1	#		
Stockport		67	123	123	67	0	103	1	103	1			
Stoke		42	72	72	42	0	72	0	72	0			
Walsall		19	68	68	19	0	48	1	48	1			
Warrington		63	97	97	63	0	97	0	97	0	#		
Wolverhampton		22	35	35	22	0	35	0	35	0			
York		115	172	172	95	1	152	1	152	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.