

APPENDIX C1

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

CHELTENHAM

*and onward destinations
including*

*Bristol and West Country,
Cardiff and South Wales*

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

Appendix C1 : Cheltenham	
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Cheltenham *and onward destinations including Bristol and West Country, Cardiff and South Wales*

Town/City	Cheltenham
Population of built-up area**	120,000
Ranking amongst UK cities**	67
Number of cities directly linked by existing rail network (out of 31)	11

References:

HSUK West Midlands Strategy
 HSUK Cheltenham Network Map
All available on HSUK website
www.highspeeduk.co.uk

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

Cheltenham : Intercity Connectivity with HSUK and HS2

Cheltenham	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	28%	17	29	0	29
HS2	0%	0	0	8	0

Cheltenham is located in the Severn Valley, approximately equidistant between Birmingham and Bristol. Its station is a principal calling point on CrossCountry services from Manchester to Bristol, Edinburgh to Plymouth and Nottingham to Cardiff. As such, rail connectivity from the Midlands, the North and Scotland to Cheltenham can be taken as indicative of connectivity to the wider West Country and South Wales regions.

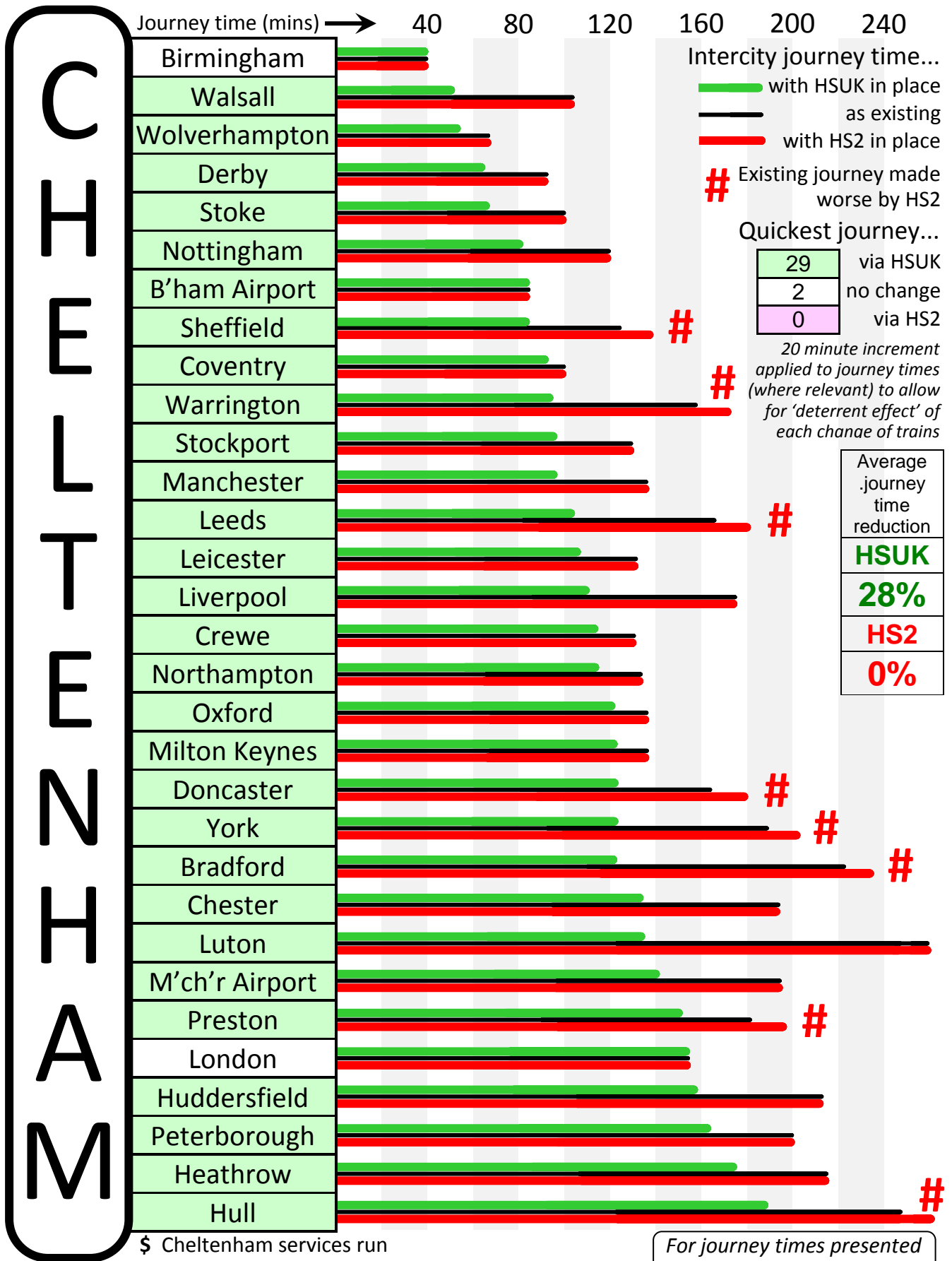
These CrossCountry links will be greatly damaged by proposals for the HS2 terminus at Birmingham Curzon Street. Curzon Street will be served by HS2 trains from Scotland, Newcastle, Leeds and Manchester, but all of these trains will terminate there, and passengers en route to West Country and South Wales destinations will be forced to make a walking transfer to New Street station. This transfer is conservatively estimated to take at least 10 minutes. Existing CrossCountry services will be considerably degraded by the proposed diversion to serve the proposed East Midlands Interchange at Toton.

By contrast, HSUK will enhance the integrity of existing cross-country links through its radical alternative strategy for the West Midlands. With key radial routes upgraded by means of 4-tracking, Birmingham New Street will remain the hub of the regional and the national intercity network, and this will enable high speed services from the West Country and South Wales, calling at Cheltenham en route, to continue to all principal UK cities of the Midlands, the North and Scotland. The premier Plymouth-Edinburgh service will extend to Glasgow via the new HSUK route directly linking Scotland's 2 principal cities; and the Cardiff-Nottingham service will extend via Newark to Doncaster, York and the North-East.

HIGH SPEED UK

& HS2 LINKS TO

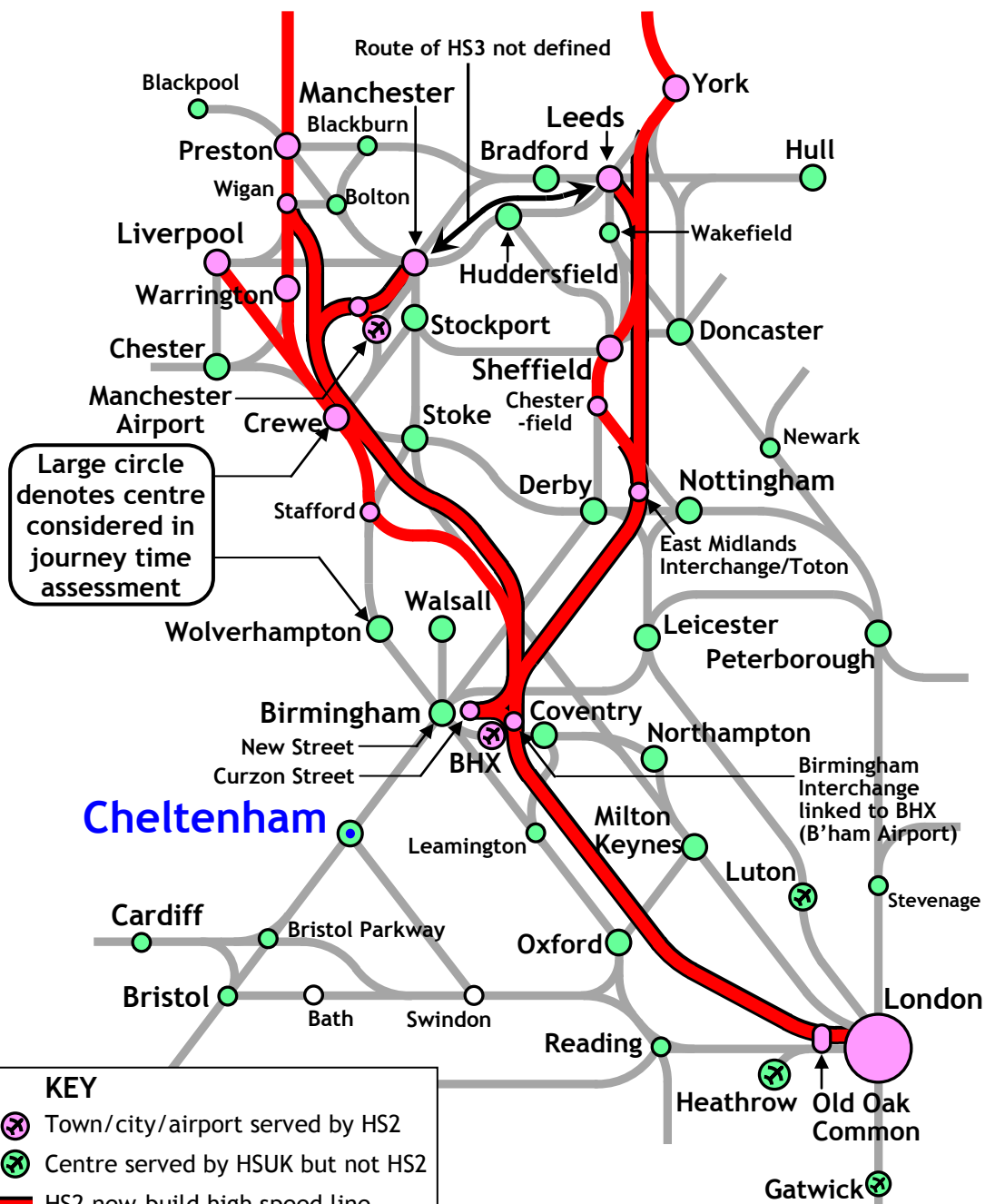
CHELTENHAM



CHELTHENHAM

CrossCountry route severed in Birmingham due to disconnection between New St & Curzon St stations

HS2
Average journey time reductions:
0%
No. of cities directly linked:
0
No. of journeys made faster:
0
No. of journeys made worse:
8



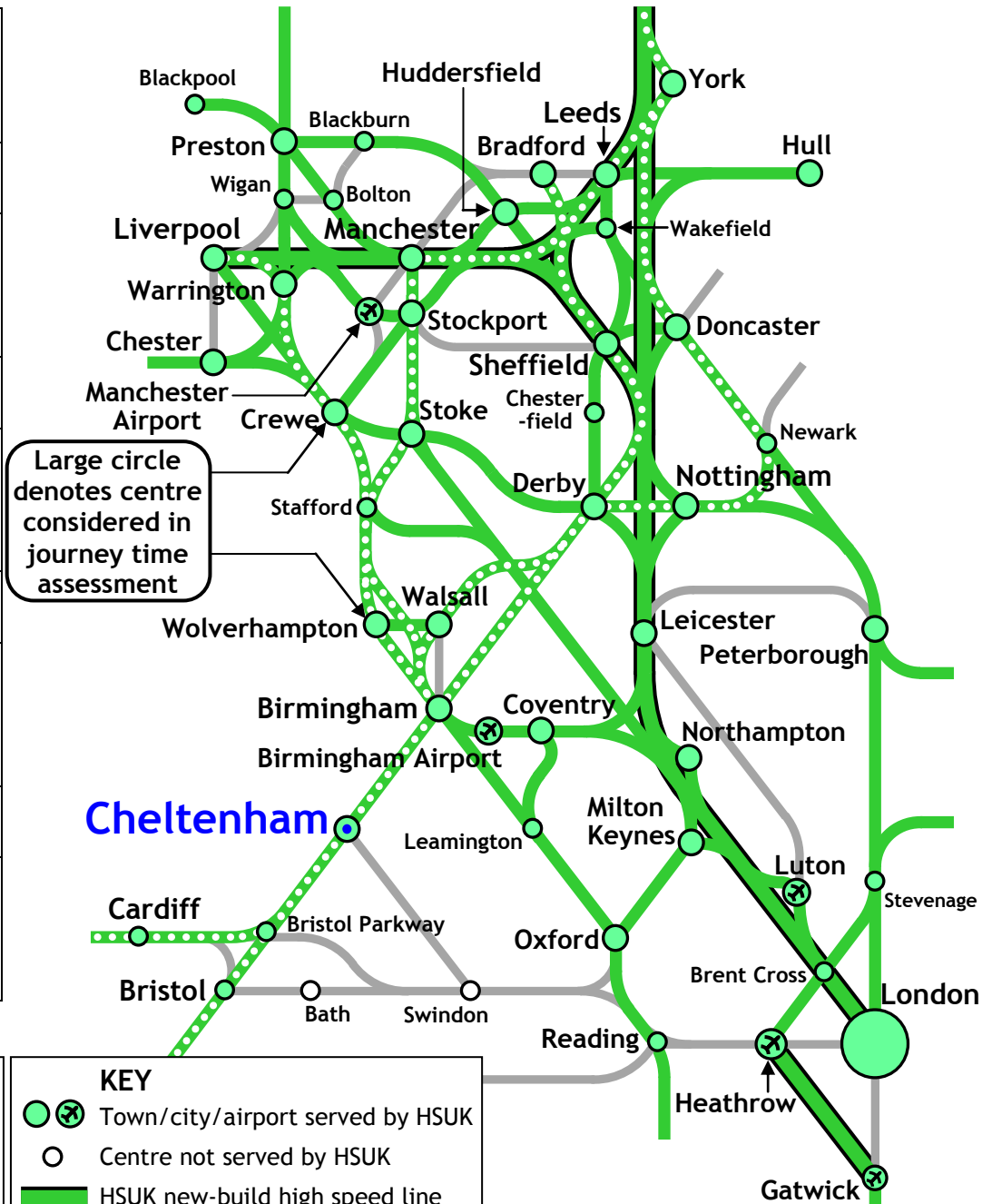
KEY	
	Town/city/airport served by HS2
	Centre served by HSUK but not HS2
	HS2 new-build high speed line
	HS2 services on existing line
	No HS2 services from Cheltenham

HIGH SPEED 2
ROUTES & CITIES SERVED

CHELTHENHAM

On HSUK CrossCountry route from Midlands, Northern & Scottish cities to Bristol & Cardiff

HSUK
Average journey time reductions:
28%
No. of cities directly linked:
17
No. of journeys made faster:
29
No. of journeys made worse:
0



Cheltenham served by:
 HSUK01,04,05,08
 HSUK12,13
 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 Cheltenham

HIGH SPEED UK
 ROUTES & CITIES SERVED

www.highspeeduk.co.uk

Comparative Journey Times from Cheltenham

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	
C H E L T E N H A M	Birmingham			40	40	40	40	0	40	0	40	0	
	B'ham Airport			82	85	85	62	1	65	1	65	1	
	Bradford			123	222	222	123	0	202	1	202	1	#
	Chester			131	195	195	111	1	155	2	155	2	
	Coventry			91	100	100	71	1	80	1	80	1	
	Crewe			110	131	131	90	1	111	1	111	1	
	Derby			62	92	92	62	0	92	0	92	0	
	Doncaster			122	165	165	122	0	145	1	145	1	#
	Heathrow			175	215	215	175	0	175	2	175	2	
	Huddersfield			159	213	213	139	1	193	1	193	1	
	Hull			190	247	247	170	1	207	2	207	2	#
	Leeds			104	167	167	104	0	167	0	167	0	#
	Leicester			106	132	132	86	1	112	1	112	1	
	Liverpool			108	176	176	108	0	156	1	156	1	
	London			156	136	136	136	1	136	0	136	0	
	Luton			134	261	261	114	1	201	3	201	3	
	Manchester			97	137	137	97	0	137	0	137	0	
	M'ch'r Airport			140	196	196	120	1	176	1	176	1	
	Milton Keynes			119	137	137	99	1	117	1	117	1	
	Northampton			111	134	134	91	1	114	1	114	1	
Nottingham			80	120	120	80	0	120	0	120	0		
Oxford			117	137	137	117	0	117	1	117	1		
Peterborough			163	200	200	143	1	180	1	180	1		
Preston			149	181	181	129	1	161	1	161	1	#	
Sheffield			84	124	124	84	0	124	0	124	0	#	
Stockport			96	128	128	96	0	128	0	128	0		
Stoke			65	100	100	65	0	100	0	100	0		
Walsall			50	103	103	50	0	83	1	83	1		
Warrington			92	159	159	92	0	139	1	139	1	#	
Wolverhampton			52	67	67	52	0	67	0	67	0		
York			121	169	169	121	0	169	0	169	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.