

APPENDIX C2

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

CHESTER

*and onward destinations in
North Wales*

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

Appendix C2 : Chester	
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Page 212	Tabulated journey times from Chester

Chester and onward destinations in North Wales

Town/City	Chester
Population of built-up area**	80,000
Ranking amongst UK cities**	N/A
Number of cities directly linked by existing rail network (out of 31)	8

References:

HSUK North-West Strategy
 HSUK Regional Map 09
 HSUK Chester Network Map
All available on HSUK website
www.highspeeduk.co.uk

** <https://en.wikipedia.org/wiki/Chester>

Chester : Intercity Connectivity with HSUK and HS2

Chester	Average journey time reduction	Cities directly linked (out of 30)	Journeys made faster (out of 31)	Journeys made worse (out of 31)	Best performer (out of 31 journeys)
High Speed UK	42%	12	29	0	28
HS2	2%	0	1	4	1

Although Chester is relatively small in terms of absolute population, its status as the primary junction for the North Wales coast, Wrexham and the Wirral justifies its inclusion in the 32 key centres considered in this study. Chester currently enjoys hourly intercity services from London, with a significant proportion extending along the North Wales coast to Bangor and Holyhead, but its connectivity to other principal centres of the North, particularly Manchester and Leeds, is poor.

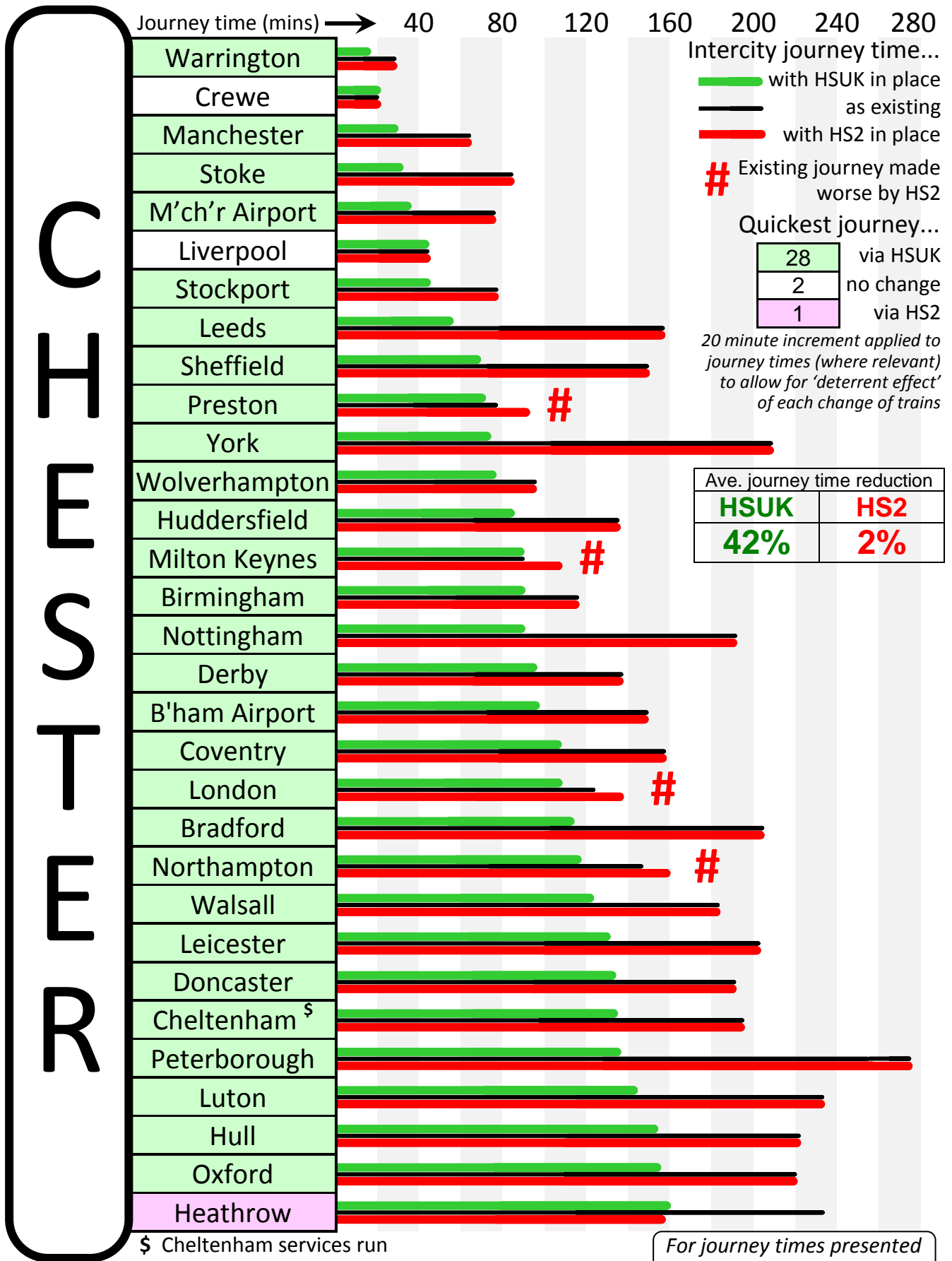
HS2 will significantly damage Chester's existing intercity connectivity. Through services from London to Chester and the North Wales coast will be abandoned, and passengers will instead be forced to change trains at the proposed Crewe Hub station. This new facility will only be served by HS2 services to London while HS2 services from London or Birmingham to Scotland will bypass Crewe. There is also a major concern in the proposed relocation to Crewe Hub from the existing Crewe station. The new station will no longer be at the focal point of 6 different routes, and it is possible that further local connectivity could be lost in the transfer to the new facility.

Under HSUK proposals, Chester will see major connectivity gains. Hourly services to London will be maintained, and new services are proposed, from Chester via Warrington to Manchester, Leeds, York, Darlington and Newcastle, and from Chester via Warrington to Manchester Airport, Stockport, Sheffield and Nottingham. These two services will enable Chester to become a key centre of the Northern Powerhouse, with direct links to most of the principal cities of the North. Chester will have direct intercity services to 12 of the 31 centres considered in this study (an increase from the present figure of 3) and journey times will be reduced by an average of 42%.

HIGH SPEED UK

& HS2 LINKS TO

CHESTER

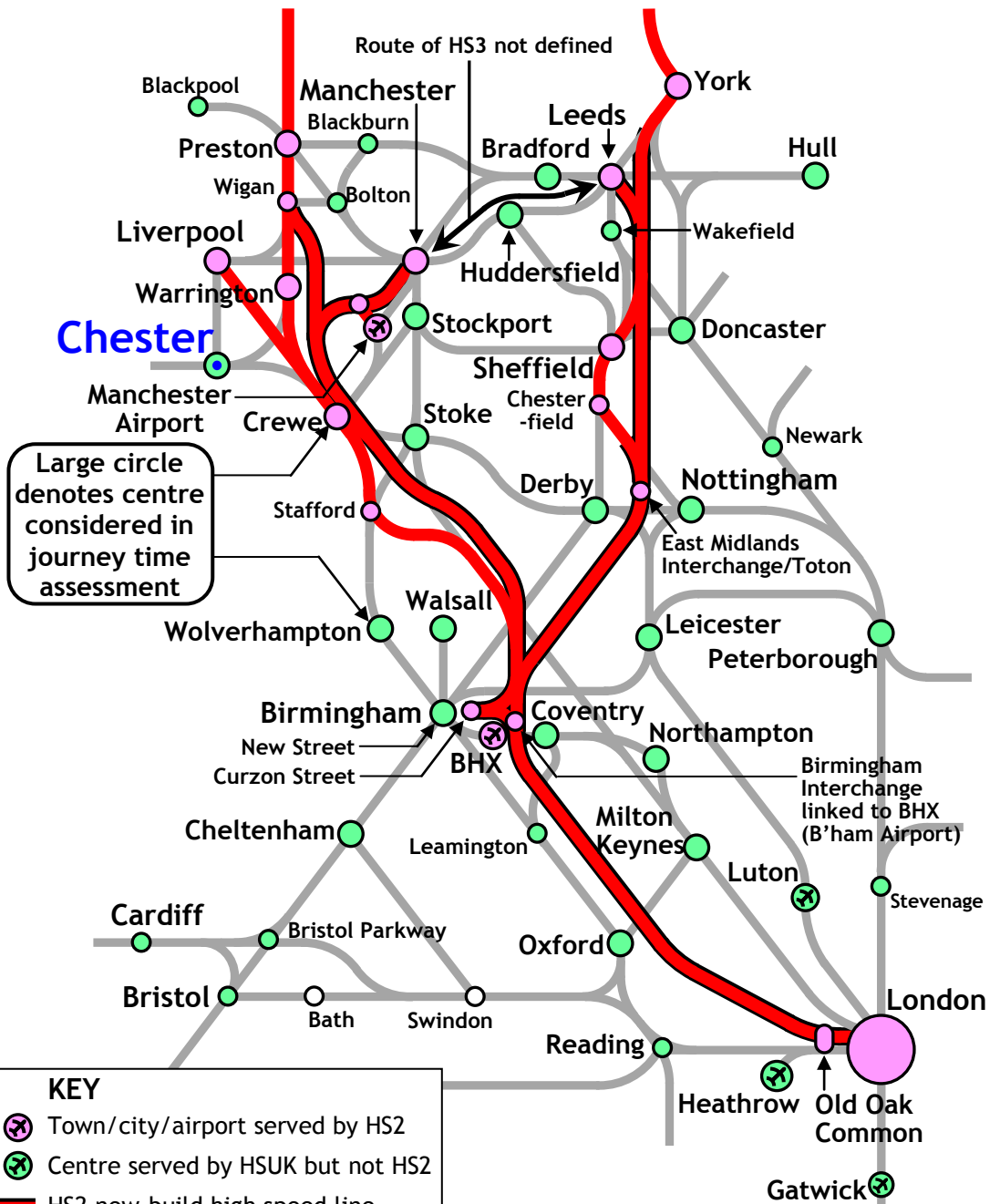


For journey times presented in tabulated format see p212

CHESTER

*Direct services to London withdrawn,
passengers forced to change trains at Crewe*

HS2
Average journey time reductions:
2%
No. of cities directly linked:
0
No. of journeys made faster:
1
No. of journeys made worse:
4

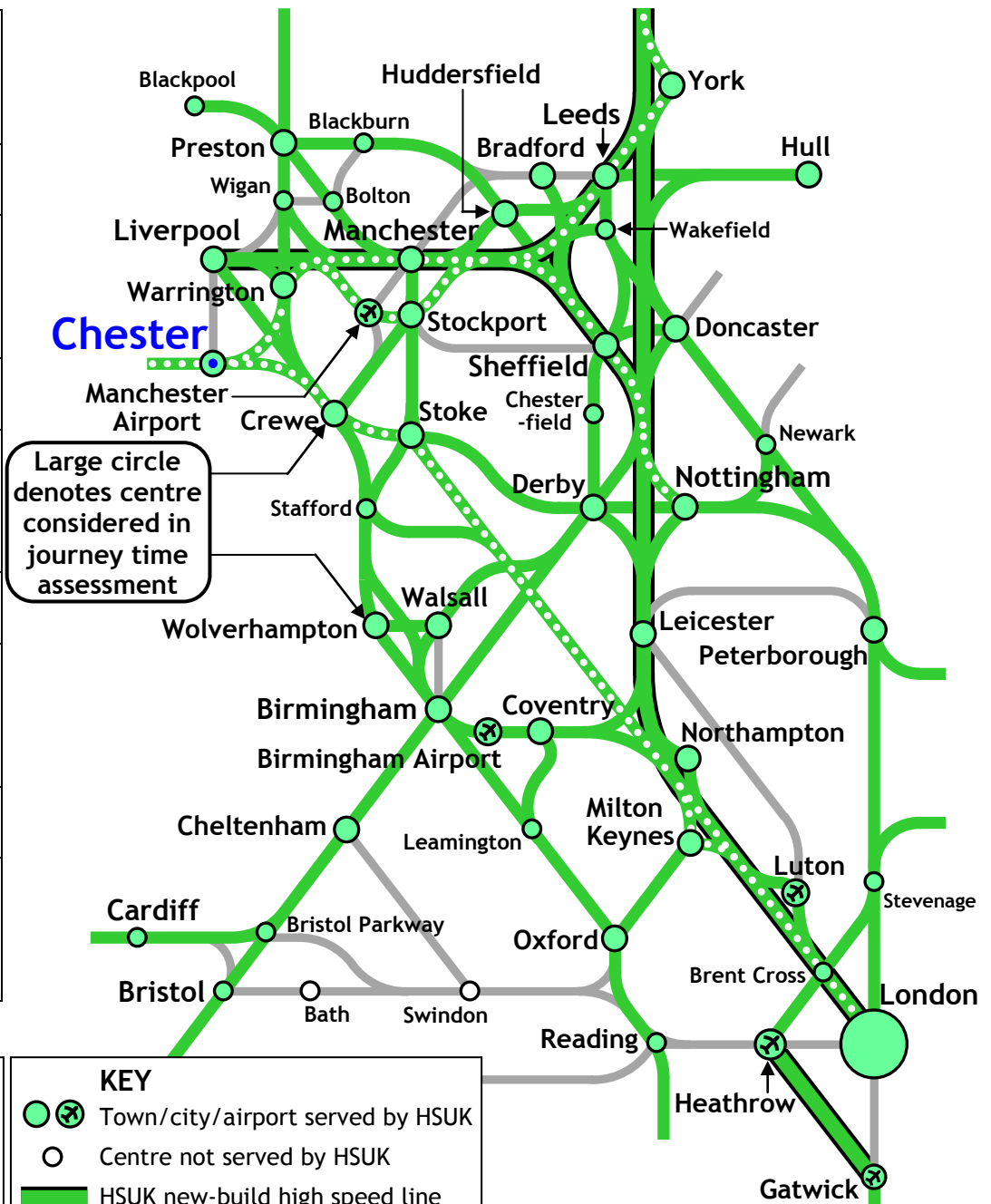


HIGH SPEED 2
ROUTES & CITIES SERVED

CHESTER

Fully connected to national high speed network & integrated with Northern Powerhouse routes

HSUK
Average journey time reductions:
42%
No. of cities directly linked:
12
No. of journeys made faster:
29
No. of journeys made worse:
0



Chester served by:
 HSUK23
 HSUK25
 HSUK52
 HSUK55
 See Appendix A1

KEY	
● (with train icon)	Town/city/airport served by HSUK
○	Centre not served by HSUK
— (thick green)	HSUK new-build high speed line
— (thin green)	HSUK services on existing line
— (dotted green)	HSUK services from Chester

HIGH SPEED UK
 ROUTES & CITIES SERVED

www.highspeeduk.co.uk

Comparative Journey Times from Chester

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		
C H E S T E R	Birmingham	86	117	117	66	1	97	1	97	1			
	B'ham Airport	99	149	149	79	1	129	1	129	1			
	Bradford	111	205	205	91	1	165	2	165	2			
	Cheltenham	131	195	195	111	1	155	2	155	2			
	Coventry	105	159	159	85	1	139	1	139	1			
	Crewe	20	20	20	20	0	20	0	20	0			
	Derby	95	138	138	75	1	118	1	118	1			
	Doncaster	131	191	191	111	1	171	1	171	1			
	Heathrow	159	234	158	139	1	194	2	118	2			
	Huddersfield	83	135	135	63	1	115	1	115	1			
	Hull	155	221	221	135	1	201	1	201	1			
	Leeds	54	158	158	54	0	138	1	138	1			
	Leicester	127	202	202	107	1	162	2	162	2			
	Liverpool	43	43	43	43	0	43	0	43	0			
	London	106	123	125	106	0	123	0	95	1	#		
	Luton	141	234	234	121	1	194	2	194	2			
	Manchester	27	64	64	27	0	64	0	64	0			
	M'ch'r Airport	32	77	77	32	0	77	0	77	0			
	Milton Keynes	90	90	90	90	0	90	0	90	0	#		
	Northampton	115	146	146	95	1	126	1	126	1	#		
	Nottingham	91	192	192	91	0	152	2	152	2			
	Oxford	152	220	220	132	1	180	2	180	2			
	Peterborough	135	275	275	115	1	245	2	245	1			
	Preston	68	78	78	48	1	58	1	58	1	#		
Sheffield	68	149	149	68	0	129	1	129	1				
Stockport	41	78	78	41	0	78	0	78	0				
Stoke	30	84	84	30	0	64	1	64	1				
Walsall	118	182	182	98	1	142	2	142	2				
Warrington	14	28	28	14	0	28	0	28	0				
Wolverhampton	74	95	95	54	1	75	1	75	1				
York	72	208	208	72	0	188	1	188	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.