

APPENDIX C3

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

COVENTRY

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

Appendix C3 : Coventry	
Page 214	Introduction & key results
Page 215	Timeline of comparative journey times from Coventry
Page 216	HS2 routes from Coventry
Page 217	HSUK routes from Coventry
Page 218	Tabulated journey times from Coventry

Coventry

Town/City	Coventry
Population of built-up area**	360,000
Ranking amongst UK cities**	20
Number of cities directly linked by existing rail network (out of 31)	12

References:

HSUK London-Birmingham Rail Strategy
 HSUK West Midlands Rail Strategy
 HSUK Regional Map 04
 HSUK Coventry Network Map
All available on HSUK website
www.highspeeduk.co.uk

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

Coventry : Intercity Connectivity with HSUK and HS2

Coventry	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	48%	24	29	0	28
HS2	9%	0	9	5	1

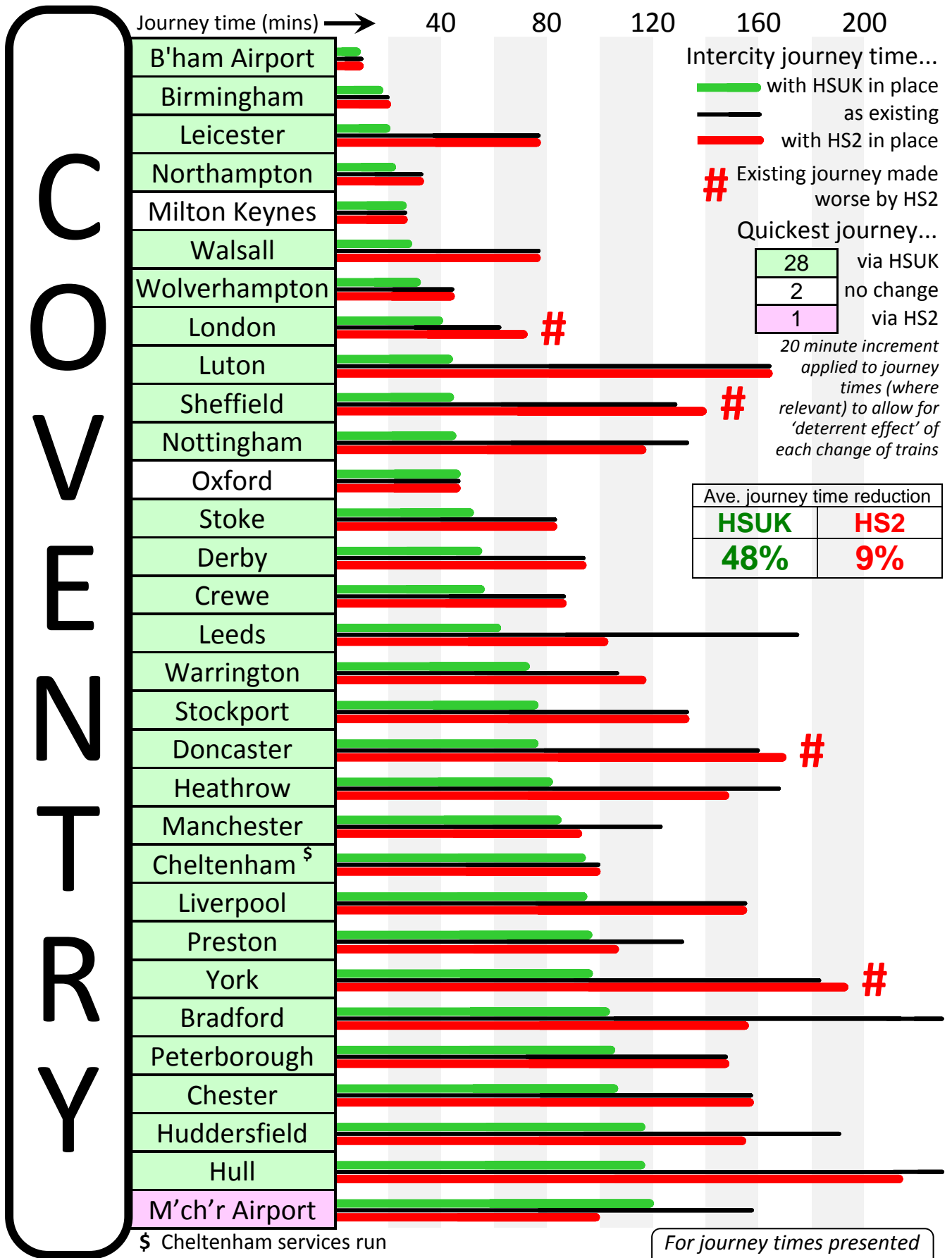
Coventry is a primary calling point on the West Coast Main Line route from London to Birmingham New Street, and as a consequence the city gains great benefit from the 3 trains per hour service from London to Birmingham. With the extension of one of these trains to Wolverhampton and onwards along the WCML to Scotland, and with Coventry also being on the CrossCountry route from Bournemouth to Manchester, the city enjoys excellent connectivity along the north-south axis of the West Coast Main Line. However, its links to other more easterly cities from Leicester through Yorkshire to the North-East are poor, mostly reliant upon change of trains at Birmingham New Street.

The introduction of HS2 will have major adverse impacts upon Coventry. Its 3 trains per hour service to London will be reduced to a single train per hour as primary Birmingham to London flows are diverted to HS2. Although there should be more capacity for local commuter services, the loss of intercity services will have the effect of reducing Coventry's status as a regional economic centre closer to that of a dormitory town. Coventry's connectivity will also suffer with the disconnection between New Street and Curzon Street stations in Birmingham, and the degradation of CrossCountry services on the north-east/south-west route.

HSUK will greatly enhance Coventry's intercity, regional and local connectivity. Its primary route from London to Birmingham will follow the existing route via Coventry, which will be 4-tracked (in accordance with the long-term ambitions of the regional transport authorities) to allow local and intercity services to be separated and thus provide a step-change increase in capacity. A northward link to the HSUK spine route at Rugby will allow direct services from Coventry to Leicester, Nottingham and Derby, as part of the establishment of a 'Midlands Ring' linking all major Midlands cities. The Rugby link will also allow for the first time direct intercity services from Coventry to the key Yorkshire cities of Sheffield, Leeds and Hull.

HIGH SPEED UK & HS2 LINKS TO

COVENTRY



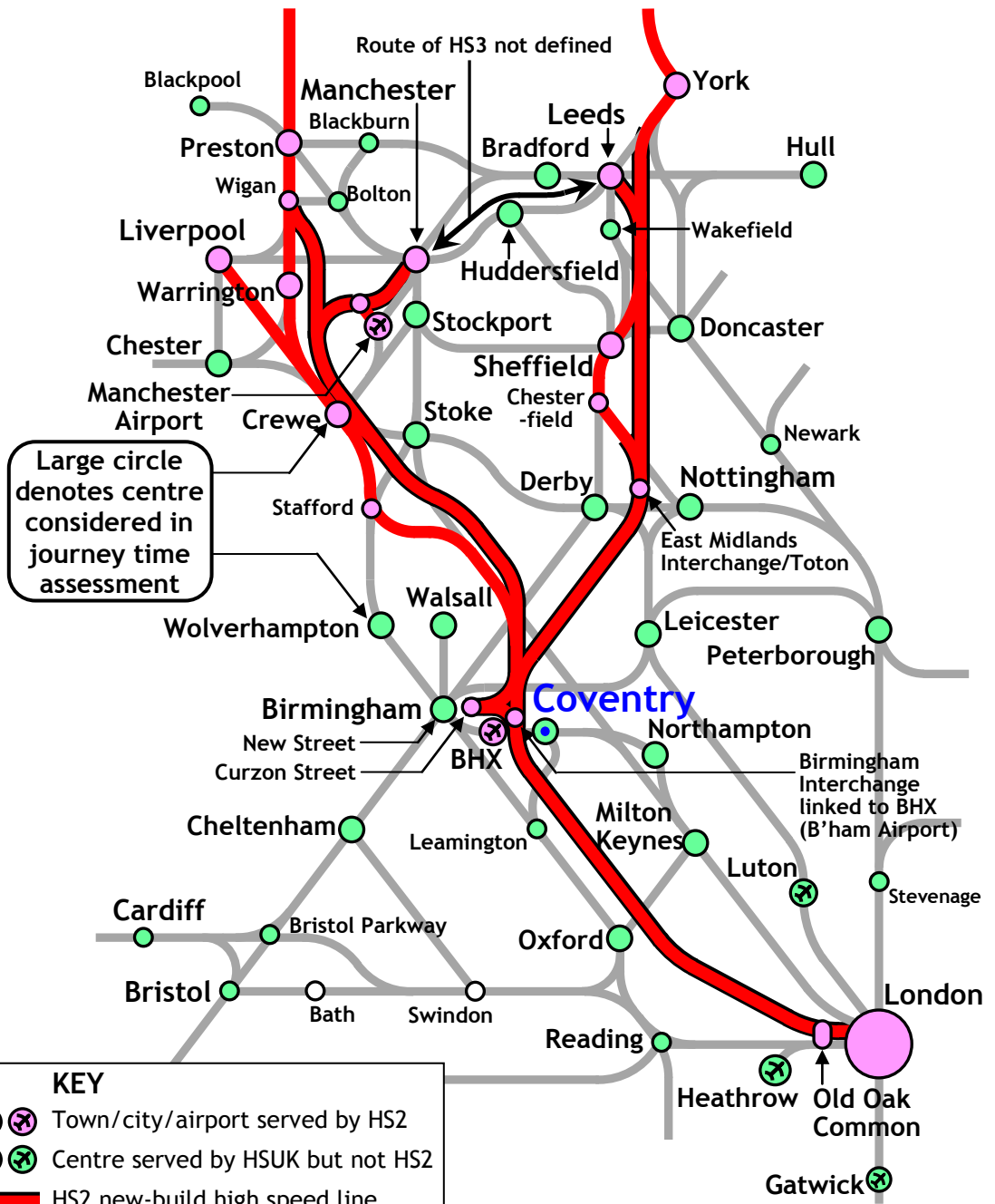
\$ Cheltenham services run onward to Bristol and Cardiff

For journey times presented in tabulated format see p218

COVENTRY

Bypassed by HS2, existing 3 train per hour service to London reduced to 1 train per hour

HS2
Average journey time reductions:
9%
No. of cities directly linked:
0
No. of journeys made faster:
9
No. of journeys made worse:
5

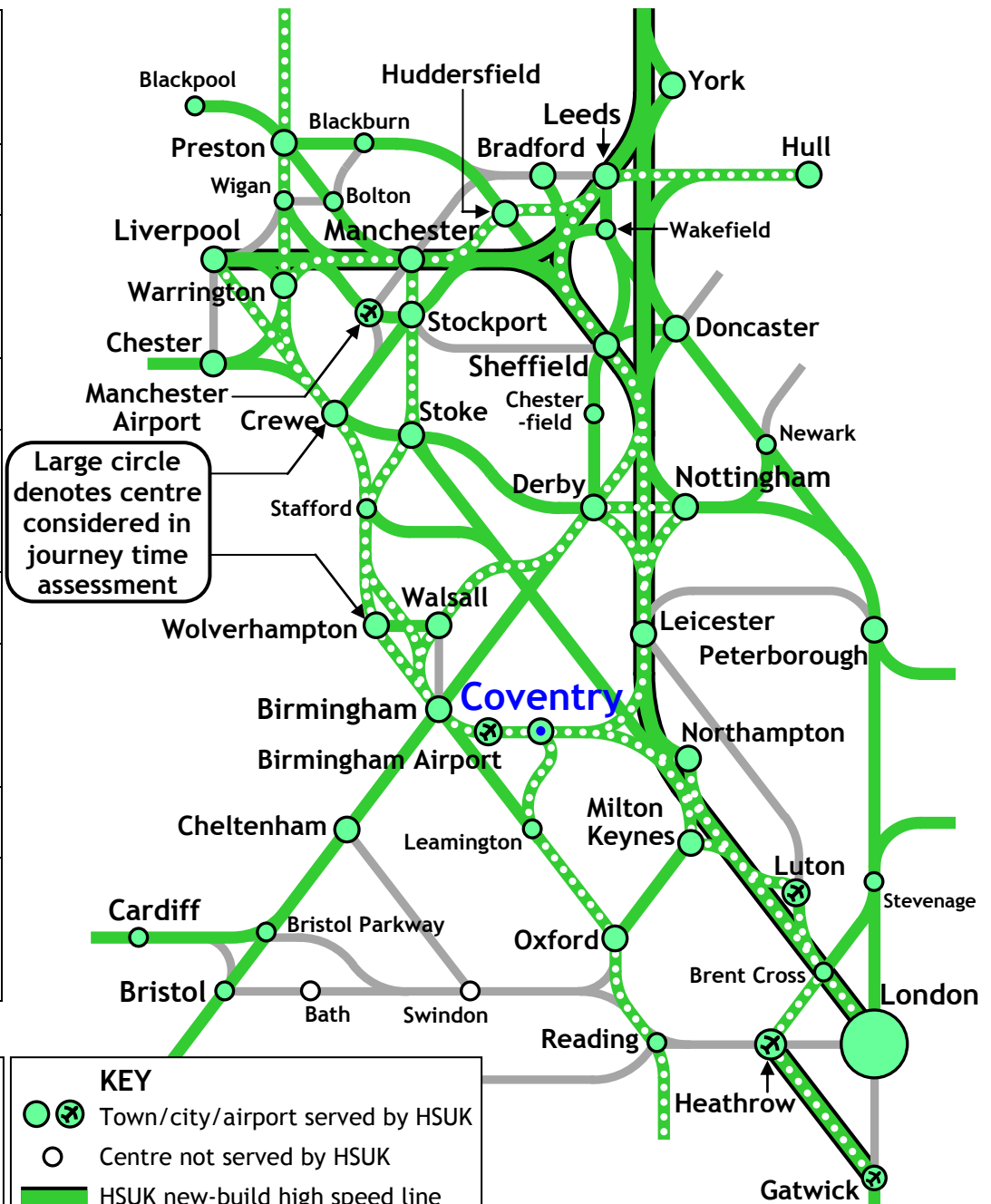


HIGH SPEED 2
ROUTES & CITIES SERVED

COVENTRY

National and local connectivity transformed, with 'Midlands Ring' linking all principal Midlands cities

HSUK
Average journey time reductions:
48%
No. of cities directly linked:
24
No. of journeys made faster:
29
No. of journeys made worse:
0



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

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

www.highspeeduk.co.uk

HIGH SPEED UK
 ROUTES & CITIES SERVED

Comparative Journey Times from Coventry

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 O V E N T R Y	Birmingham			18	20	20	18	0	20	0	20	0	
	B'ham Airport			9	10	10	9	0	10	0	10	0	
	Bradford			106	231	157	86	1	191	2	107	2 ^B	
	Cheltenham			91	100	100	71	1	80	1	80	1	
	Chester			105	159	159	85	1	139	1	139	1	
	Crewe			55	87	87	55	0	87	0	87	0	
	Derby			54	94	94	54	0	74	1	74	1	
	Doncaster			75	160	160	55	1	140	1	140	1	#
	Heathrow			79	168	148	79	0	128	2	98	2 ^B	
	Huddersfield			116	191	155	116	0	171	1	105	2 ^B	
	Hull			119	248	215	119	0	208	2	165	2 ^B	
	Leeds			64	176	102	64	0	156	1	72	1 ^B	
	Leicester			19	78	78	19	0	58	1	58	1	
	Liverpool			93	155	155	93	0	135	1	135	1	
	London			38	61	61	38	0	61	0	61	0	#
	Luton			41	165	165	41	0	125	2	125	2	
	Manchester			86	122	93	86	0	122	0	63	1 ^B	
	M'ch'r Airport			120	159	99	100	1	139	1	59	2	
	Milton Keynes			25	25	25	25	0	25	0	25	0	
	Northampton			19	33	33	19	0	33	0	33	0	
	Nottingham			44	133	118	44	0	113	1	68	2 ^B	
	Oxford			47	47	47	47	0	47	0	47	0	
	Peterborough			104	148	148	84	1	128	1	128	1	
	Preston			95	131	106	95	0	131	0	76	1 ^B	
Sheffield			43	128	128	43	0	108	1	108	1	#	
Stockport			76	133	133	76	0	113	1	113	1		
Stoke			51	82	82	51	0	82	0	82	0		
Walsall			28	78	78	28	0	58	1	58	1		
Warrington			72	107	107	72	0	107	0	107	0	#	
Wolverhampton			31	45	45	31	0	45	0	45	0		
York			98	182	182	78	1	162	1	162	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.