

APPENDIX D1

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

DERBY

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

Appendix D1 : Derby	
Page 226	Introduction & key results
Page 227	Timeline of comparative journey times from Derby
Page 228	HS2 routes from Derby
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Page 230	Tabulated journey times from Derby

Derby

Town/City	Derby
Population of built-up area**	270,000
Ranking amongst UK cities**	29
Number of cities directly linked by existing rail network (out of 31)	12

References:
HSUK East Midlands Rail Strategy
HSUK West Midlands Rail Strategy
HSUK Regional Maps 05 & 06
HSUK Derby Network Map
<i>All available on HSUK website</i>
www.highspeeduk.co.uk

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

Derby : Intercity Connectivity with HSUK and HS2

Derby	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	47%	27	29	0	31
HS2	2%	0	4	12	0

Derby is located at the hub of the former Midland Railway, at the meeting point of the present-day Midland and CrossCountry main lines. As such, it enjoys good connectivity to other principal UK cities along Midland and CrossCountry/East Coast routes, and its primary deficiency is poorer links to Manchester and Liverpool and other North-West cities.

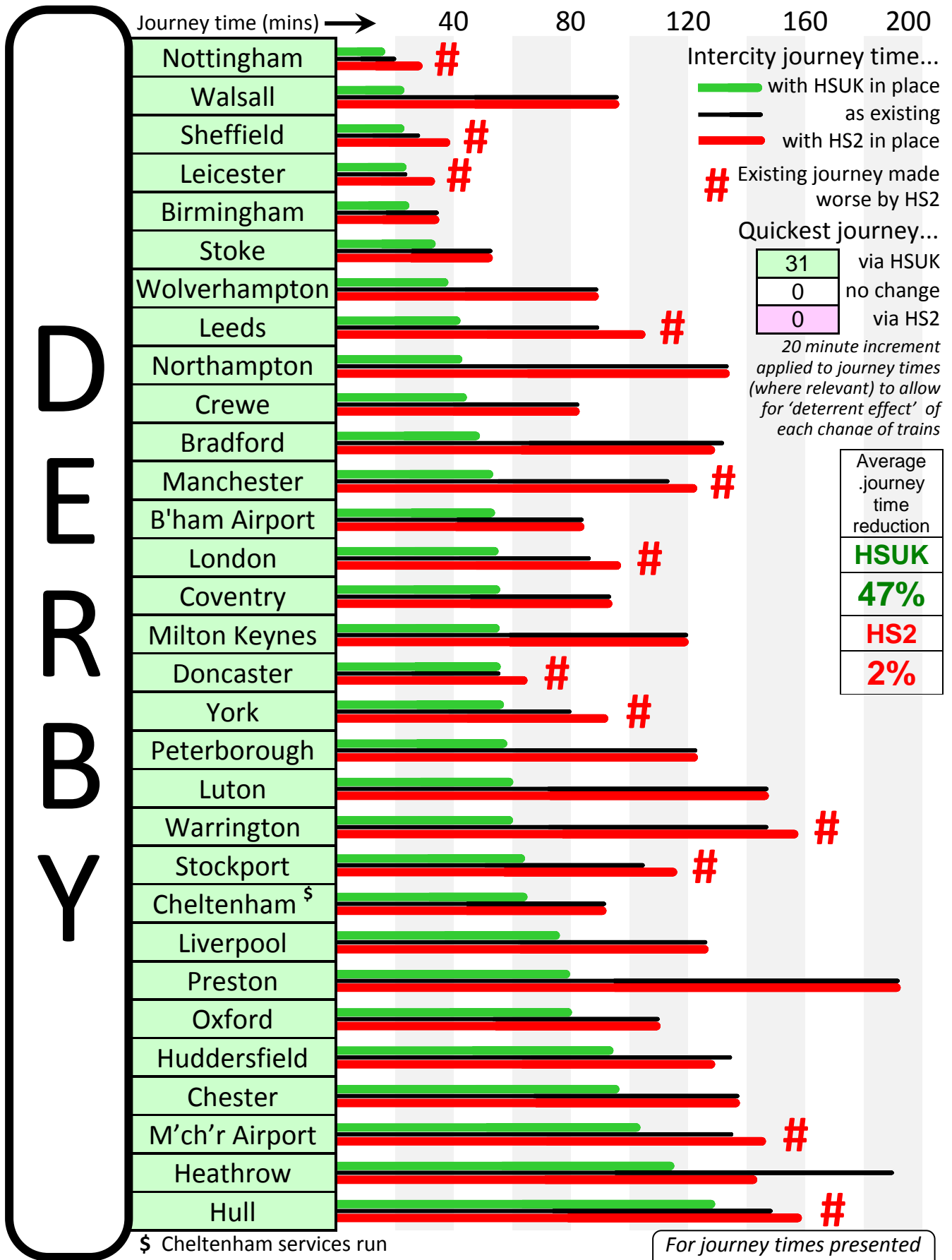
Derby's intercity connectivity will be significantly damaged under the HS2 proposals, with significant service reductions proposed on both Midland and CrossCountry routes. Rather than serve central Derby, HS2 will serve a parkway station located midway between Nottingham and Derby at the existing Toton marshalling yard. Toton is 14km from central Derby, and currently has no rail services. As yet, no credible proposals have emerged for:

- how local services will be developed to serve Toton and provide efficient links from Toton to Derby (and Nottingham).
- how the 2-stage journeys ie Derby to Toton and Toton to London or Leeds can provide superior passenger experience than direct journeys from Derby to London and Leeds.
- how the quality and connectivity of local services diverted via Toton will be maintained.

HSUK avoids all of these problems by aligning its primary CrossCountry route through the existing Derby station. The existing CrossCountry route via Burton will be upgraded to 4 tracks, and the former Great Northern route via Ilkeston will be restored to enable a short link from Derby to the HSUK trunk route in the Erewash Valley. Derby's greatest connectivity gains will be in routes to the North-West, with the existing Derby-Stoke line upgraded to create a new intercity route running from Nottingham and Derby to Stoke, Crewe, Warrington and Liverpool. Under the HSUK proposals, Derby will enjoy direct high speed services to all principal UK cities, and average 47% journey time reductions.

HIGH SPEED UK & HS2 LINKS TO

DERBY



DERBY

\$ Cheltenham services run onward to Bristol and Cardiff

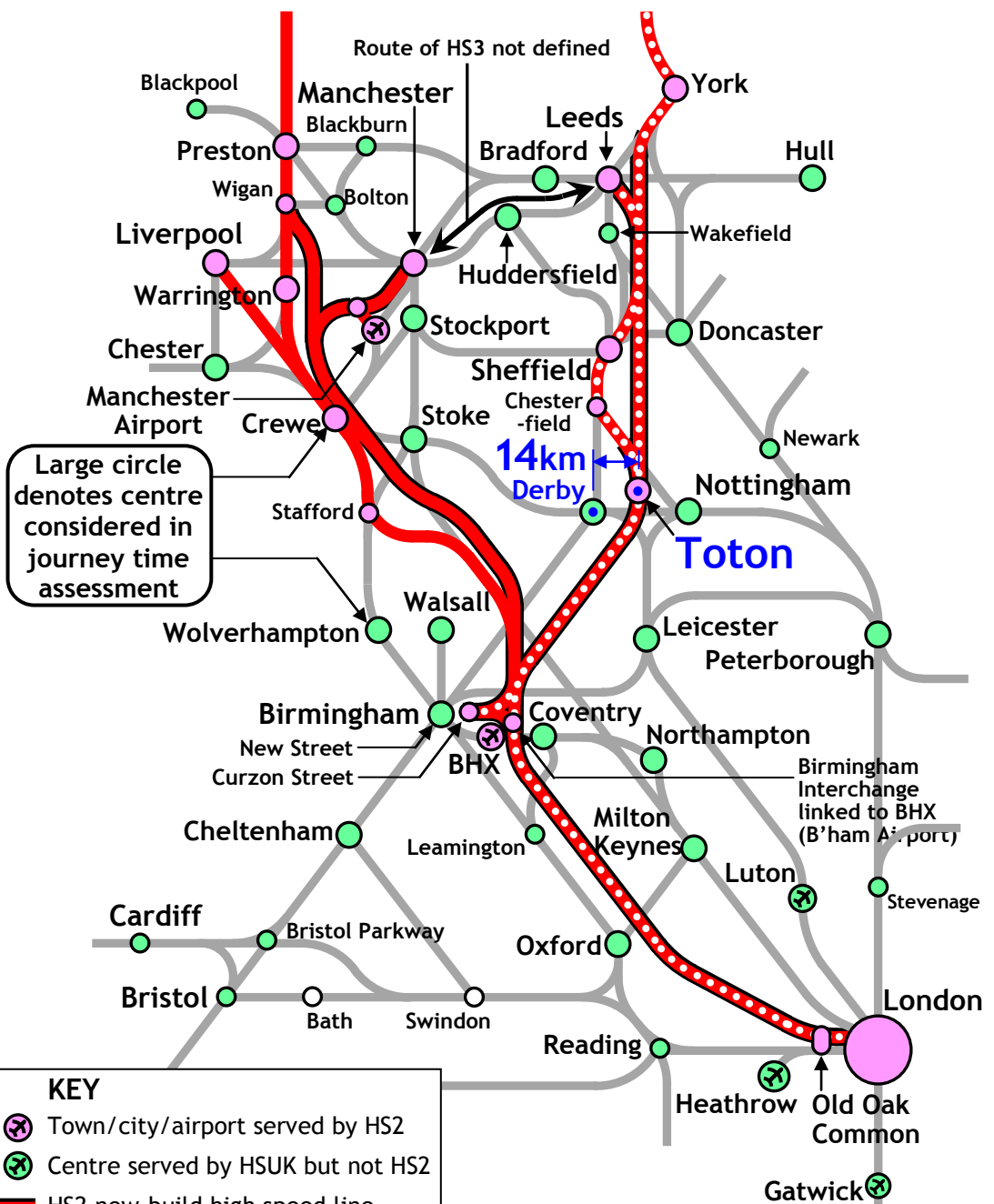
For journey times presented in tabulated format see p230

TOTON (for Derby)

Derby bypassed by HS2; limited connections available from Toton, 14km from Derby

HS2
Average journey time reductions:
2%
No. of cities directly linked:
0
No. of journeys made faster:
4
No. of journeys made worse:
12

↑
Connectivity statistics relate to Derby rather than Toton

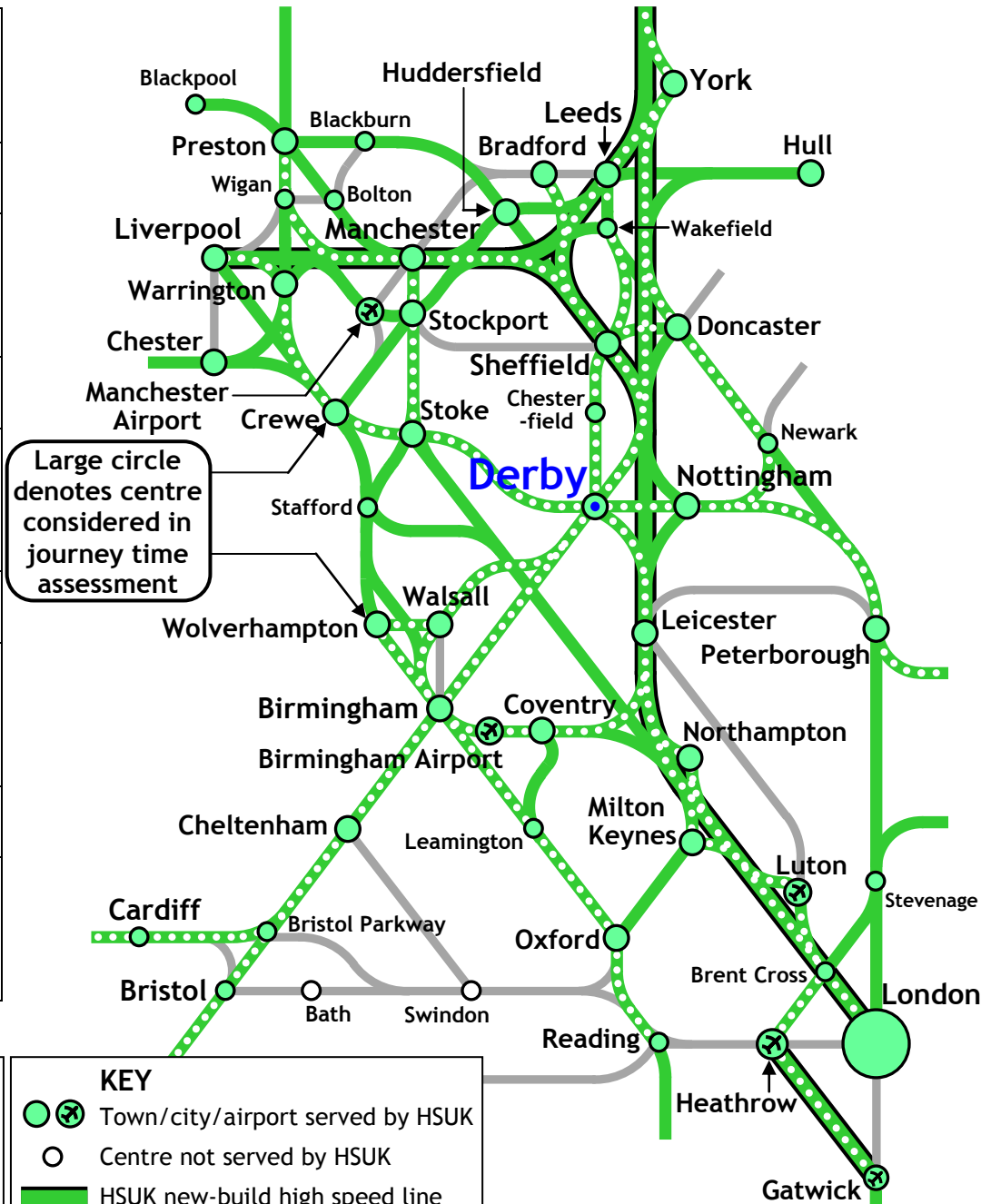


HIGH SPEED 2
ROUTES & CITIES SERVED

DERBY

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

HSUK
Average journey time reductions:
47%
No. of cities directly linked:
27
No. of journeys made faster:
29
No. of journeys made worse:
0



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 Derby

Derby served by:
 HSUK01,05,07,08
 HSUK09,10,14
 HSUK61,62,63,64
 HSUK71,72
 HSUK76,77,78,79
 HSUK93
 See Appendix A1

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HIGH SPEED UK
 ROUTES & CITIES SERVED

Comparative Journey Times from Derby

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	
D E R B Y	Birmingham			22	34	34	22	0	34	0	34	0	
	B'ham Airport			53	84	83	53	0	64	1	53	1 ^B	
	Bradford			49	132	129	49	0	112	1	89	2	
	Cheltenham			62	92	92	62	0	92	0	92	0	
	Chester			95	138	138	75	1	118	1	118	1	
	Coventry			54	94	94	54	0	74	1	74	1	
	Crewe			42	82	82	42	0	82	0	82	0	
	Doncaster			57	57	57	57	0	57	0	57	0	#
	Heathrow			113	203	143	113	0	163	2	103	2	
	Huddersfield			93	135	129	73	1	115	1	89	2	
	Hull			126	148	148	106	1	128	1	128	1	#
	Leeds			40	76	85	40	0	76	0	55	1 ^A	#
	Leicester			22	22	22	22	0	22	0	22	0	#
	Liverpool			75	166	166	75	0	146	1	146	1	
	London			53	87	87	53	0	87	0	80	0	#
	Luton			59	114	114	59	0	94	1	94	1	
	Manchester			53	114	114	53	0	94	1	94	1	#
	M'ch'r Airport			103	136	136	83	1	116	1	116	1	#
	Milton Keynes			56	120	120	56	0	100	1	100	1	
	Northampton			42	133	133	42	0	93	2	93	2	
	Nottingham			15	20	20	15	0	20	0	20	0	#
	Oxford			79	110	110	79	0	110	0	110	0	
	Peterborough			58	122	122	58	0	102	1	102	1	
	Preston			80	192	192	80	0	152	2	152	2	
Sheffield			21	28	28	21	0	28	0	28	0	#	
Stockport			60	105	105	60	0	85	1	85	1	#	
Stoke			31	53	53	31	0	53	0	53	0		
Walsall			21	96	96	21	0	76	1	76	1		
Warrington			58	147	147	58	0	127	1	127	1	#	
Wolverhampton			37	89	89	37	0	69	1	69	1		
York			57	80	93	57	0	80	0	63	1 ^A	#	

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.