

APPENDIX D2

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

DONCASTER

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

Appendix D2 : Doncaster	
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Doncaster

Town/City	Doncaster
Population of built-up area**	160,000
Ranking amongst UK cities**	50
Number of cities directly linked by existing rail network (out of 31)	12

References:

HSUK Yorkshire Rail Strategy
 HSUK Regional Maps 11 & 12
 HSUK Doncaster Network Map
All available on HSUK website
www.highspeeduk.co.uk

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

Doncaster : Intercity Connectivity with HSUK and HS2

Doncaster	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	37%	16	25	0	28
HS2	1%	0	1	16	0

Doncaster is located at a key junction on the East Coast Main Line, and it enjoys high quality intercity services to most ECML destinations. It also enjoys CrossCountry services on the Newcastle-Birmingham-Reading route and TransPennine services on the Cleethorpes-Sheffield-Manchester Airport route.

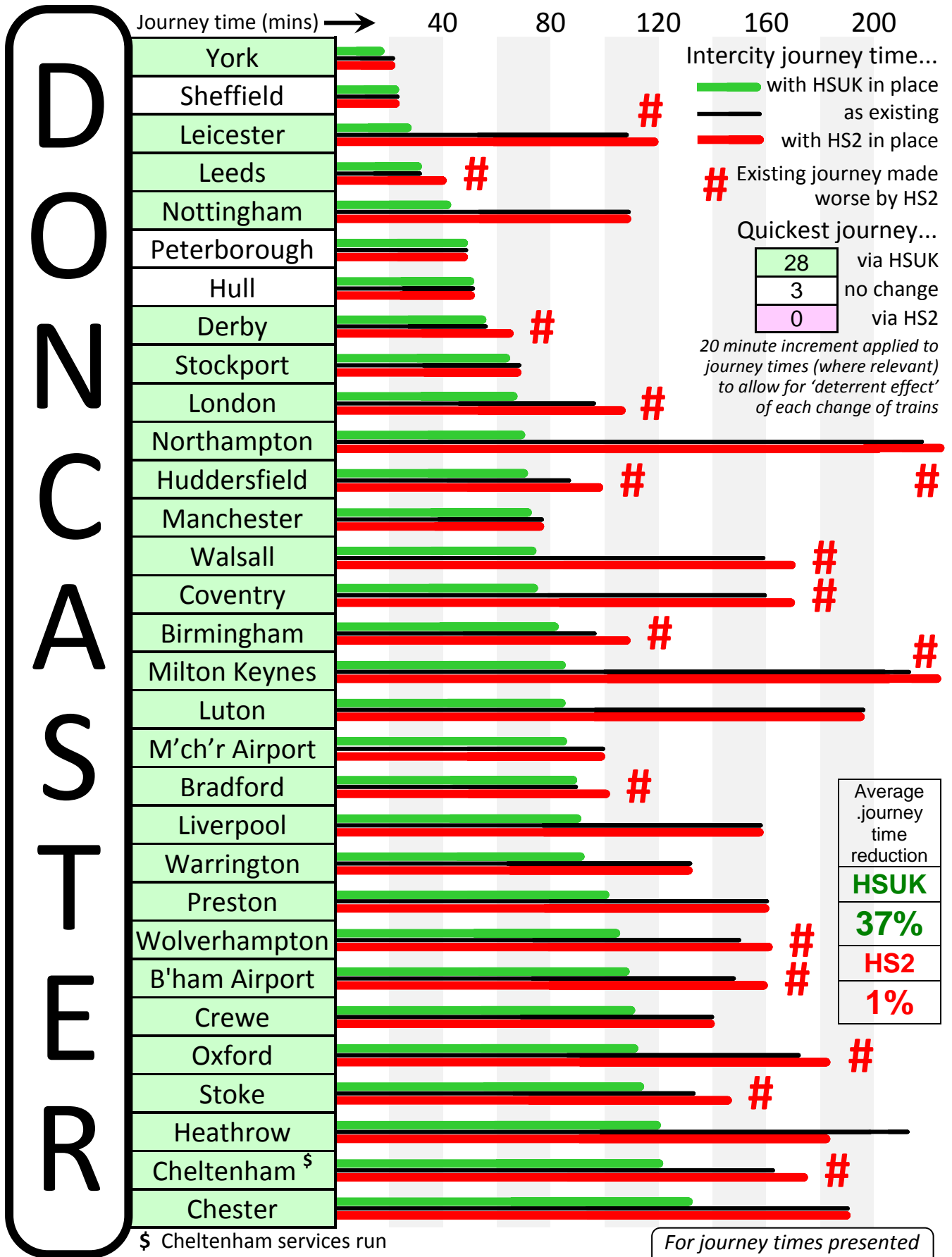
Doncaster will see its intercity connectivity significantly reduced by the introduction of HS2. East Coast services from London to both Leeds and Newcastle/Edinburgh will be reduced in frequency, and CrossCountry services to Derby, Birmingham and many other destinations will be weakened through the proposed diversion via the proposed East Midlands Interchange at Toton. Doncaster's score of 16 out of 30 journeys made worse by HS2 is the highest of any town, city or airport considered in this study.

The revised 'M18' HS2 route will pass through the Borough of Doncaster at Mexborough, where major demolition of residential property at the 'Shimmers' estate is required to clear the way for the new line. Doncaster will not be directly served by HS2, and it will only enjoy a circuitous connection to the very limited high speed services that will operate from Sheffield Midland. Doncaster's only benefit from HS2 will be the establishment of a training college.

Under the HSUK proposals, Doncaster will maintain its status as a key hub of the UK network. It will benefit from its proximity to the HSUK trunk route with direct links to the town, both to the north and south, and it will benefit greatly from new direct links to Nottingham and Leicester, and from the enhanced connections available from both cities. Overall, Doncaster will see 37% average journey time reductions, and no journeys made worse.

HIGH SPEED UK & HS2 LINKS TO

DONCASTER



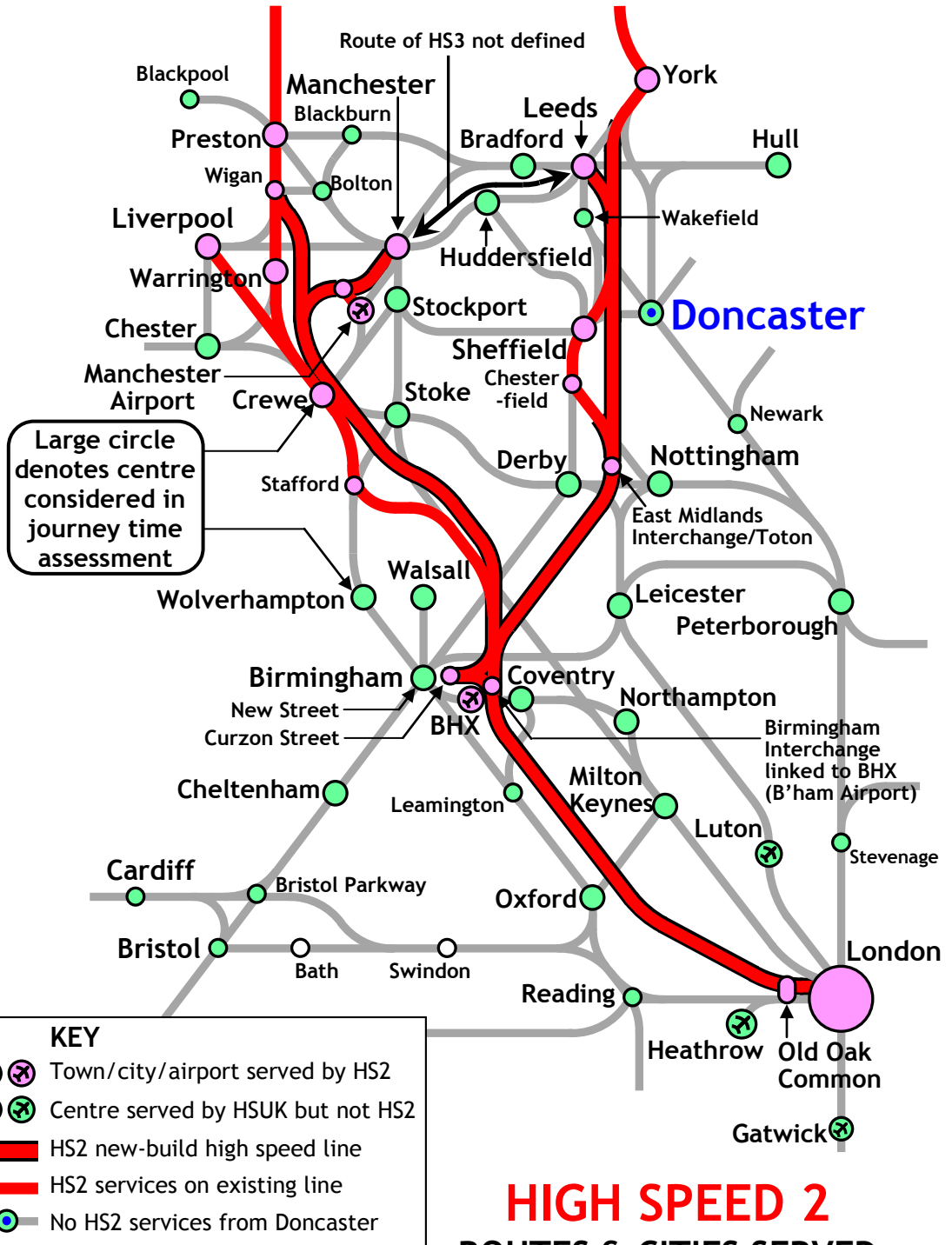
§ Cheltenham services run onward to Bristol and Cardiff

For journey times presented in tabulated format see 236

DONCASTER

Key East Coast Main Line hub bypassed by HS2, existing services made worse

HS2
Average journey time reductions:
1%
No. of cities directly linked:
0
No. of journeys made faster:
1
No. of journeys made worse:
16

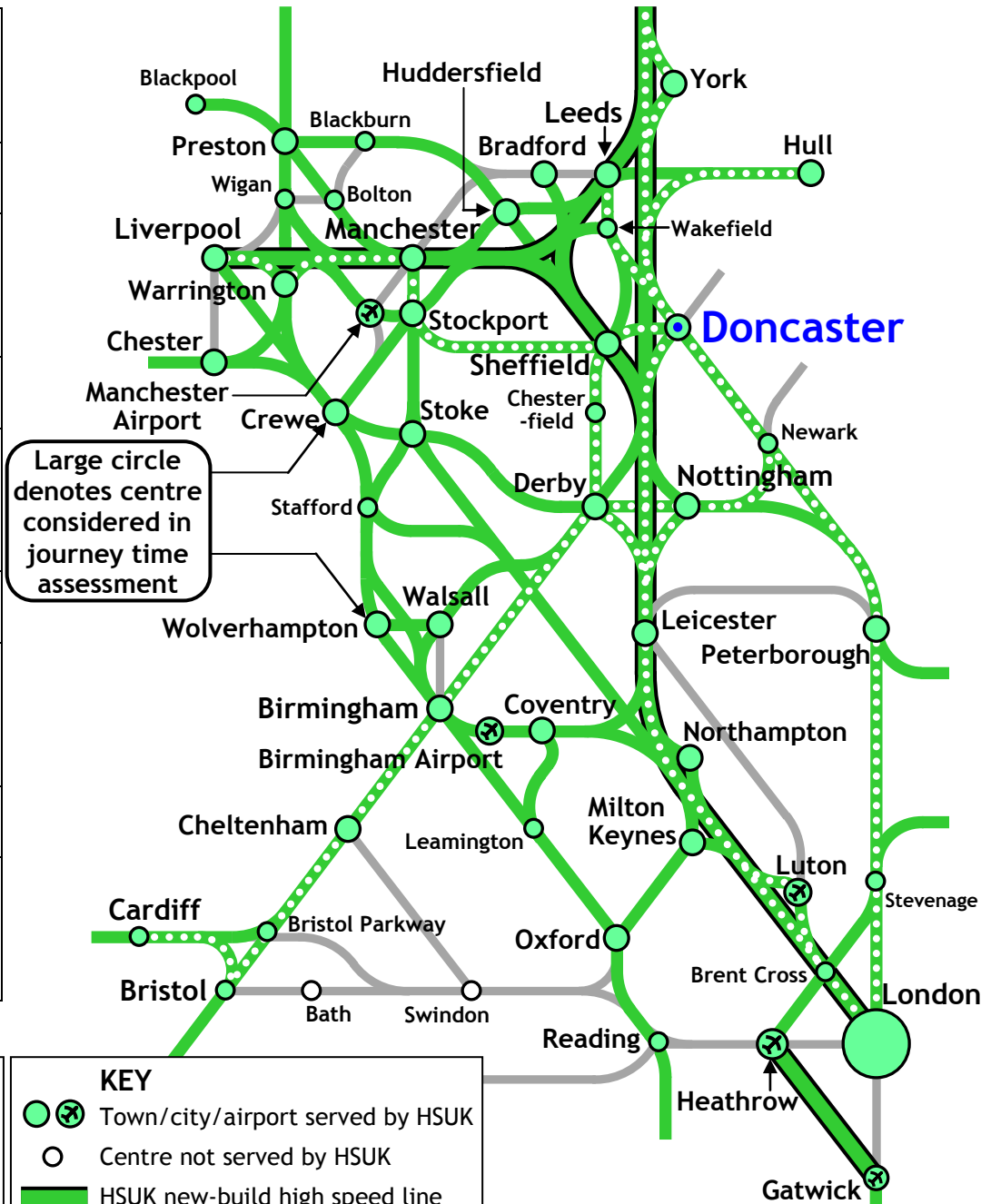


HIGH SPEED 2
ROUTES & CITIES SERVED

DONCASTER

*Fully connected to national high speed network,
existing intercity connectivity enhanced*

HSUK
Average journey time reductions:
37%
No. of cities directly linked:
16
No. of journeys made faster:
25
No. of journeys made worse:
0



Doncaster served by:
 HSUK05
 HSUK27
 HSUK34,36,37
 HSUK72,74
 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 Doncaster

HIGH SPEED UK
 ROUTES & CITIES SERVED

www.highspeeduk.co.uk

Comparative Journey Times from Doncaster

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	
DONCASTER		Birmingham	82	98	98	82	0	98	0	98	0	#	
		B'ham Airport	112	150	150	92	1	130	1	130	1	#	
		Bradford	91	91	91	71	1	71	1	71	1	#	
		Cheltenham	122	165	165	122	0	145	1	145	1	#	
		Chester	131	191	191	111	1	171	1	171	1		
		Coventry	75	160	160	55	1	140	1	140	1	#	
		Crewe	111	141	141	91	1	121	1	121	1		
		Derby	57	57	57	57	0	57	0	57	0	#	
		Heathrow	120	213	184	100	1	173	2	144	2		
		Huddersfield	75	87	87	55	1	67	1	67	1	#	
		Hull	51	51	51	51	0	51	0	51	0		
		Leeds	28	30	30	28	0	30	0	30	0	#	
		Leicester	26	109	109	26	0	89	1	89	1	#	
		Liverpool	96	160	160	76	1	140	1	140	1		
		London	65	98	98	65	0	98	0	98	0	#	
		Luton	86	197	197	66	1	157	2	157	2		
		Manchester	78	78	78	78	0	78	0	78	0		
		M'ch'r Airport	89	100	100	69	1	100	0	100	0		
		Milton Keynes	83	214	214	63	1	174	2	174	2	#	
		Northampton	69	218	218	49	1	178	2	178	2	#	
		Nottingham	40	108	108	40	0	88	1	88	1		
		Oxford	112	174	174	92	1	174	0	174	0	#	
		Peterborough	51	51	51	51	0	51	0	51	0		
		Preston	105	161	161	85	1	141	1	141	1		
	Sheffield	23	23	23	23	0	23	0	23	0			
	Stockport	63	69	69	63	0	69	0	69	0			
	Stoke	121	134	134	101	1	114	1	114	1	#		
	Walsall	93	160	160	73	1	140	1	140	1	#		
	Warrington	92	134	134	92	0	114	1	114	1			
	Wolverhampton	106	152	152	86	1	132	1	132	1	#		
	York	17	21	21	17	0	21	0	21	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.