

# APPENDIX H2

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

## HUDDERSFIELD

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

|                                   |   |
|-----------------------------------|---|
| <b>Appendix H2 : Huddersfield</b> |   |
| Page 244                          | Introduction & key results                              |
| Page 245                          | Timeline of comparative journey times from Huddersfield |
| Page 246                          | HS2 routes from Huddersfield                            |
| Page 247                          | HSUK routes from Huddersfield                           |
| Page 248                          | Tabulated journey times from Huddersfield               |

# Huddersfield

|   |                       |
|---|-----------------------|
| <b>Town/City</b>  | <b>Huddersfield</b>   |
| City Region   | West Yorkshire        |
| Population of city/borough**  | <b>160,000</b>        |
| Ranking amongst UK cities – N/A                                       | (part of W.Yorkshire) |
| Number of cities directly linked by existing rail network (out of 31) | <b>9</b>              |

|  |
|--|
| <b>References:</b><br>HSUK Yorkshire Rail Strategy<br>HSUK Transpennine Rail Strategy<br>HSUK Regional Maps 10 & 11<br>HSUK Huddersfield Network Map<br><i>All available on HSUK website</i><br><a href="http://www.highspeeduk.co.uk">www.highspeeduk.co.uk</a> |
|--|

\*\* <https://en.wikipedia.org/wiki/Huddersfield>

## Huddersfield : Intercity Connectivity with HSUK and HS2

| Huddersfield         | 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) |
|----------------------|--------------------------------|------------------------------------|----------------------------------|---------------------------------|-------------------------------------|
| <b>High Speed UK</b> | <b>40%</b>                     | <b>17</b>                          | <b>26</b>                        | <b>0</b>                        | <b>26</b>                           |
| <b>HS2</b>           | <b>8%</b>                      | <b>0</b>                           | <b>8</b>                         | <b>2</b>                        | <b>0</b>                            |

Huddersfield’s location on the TransPennine Main Line between Leeds and Manchester gives the town good direct connectivity along a corridor extending to Liverpool in the west, and Hull and Newcastle in the east. Links to the wider intercity network are relatively easily available, at both Manchester Piccadilly and at Leeds. Huddersfield’s most critical connectivity deficiency is its lack of high-quality direct links to other major UK cities, in particular Sheffield, Birmingham and London.

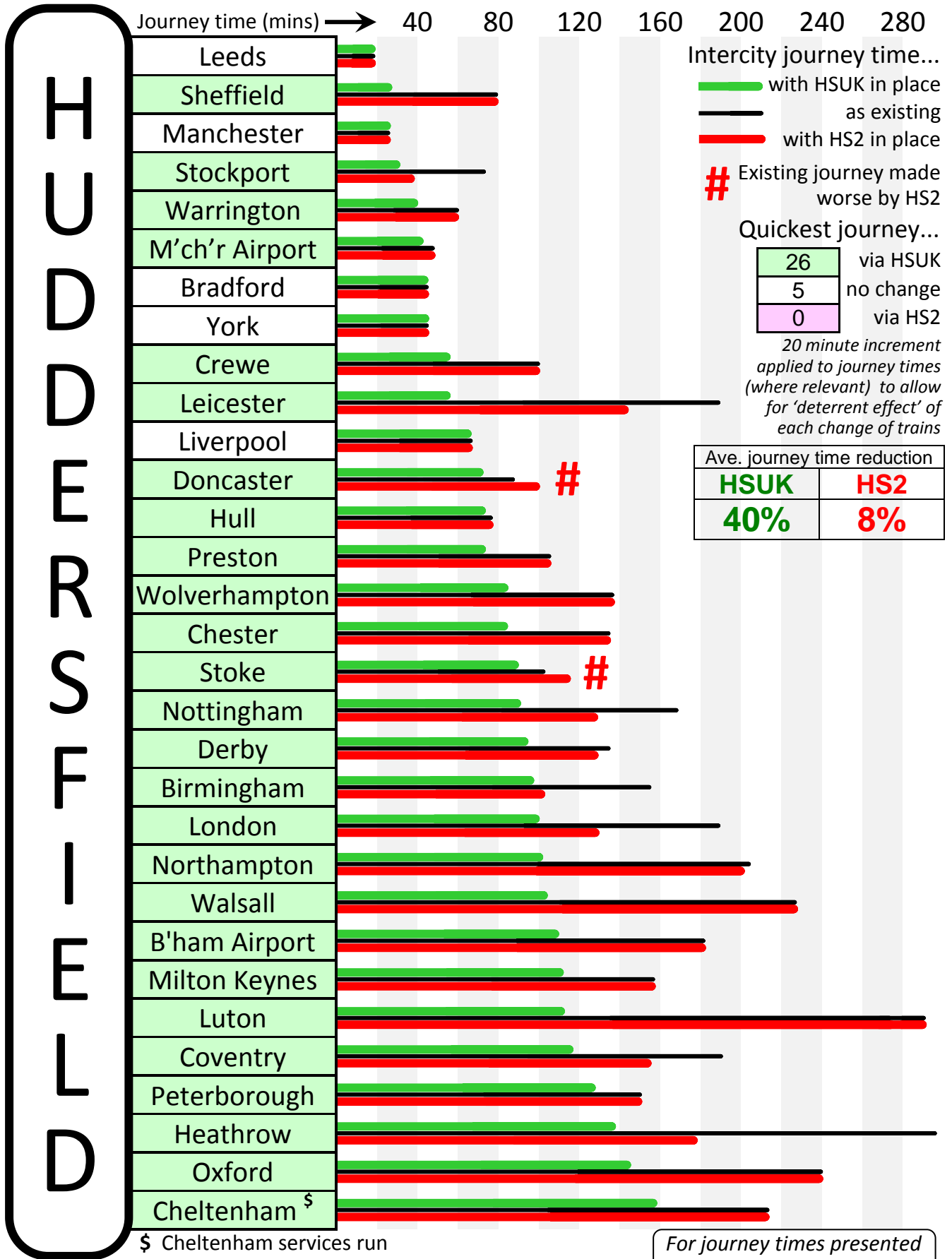
Although Huddersfield lies on the Leeds-Manchester TransPennine route for which major upgrades have been proposed, it is not yet clear whether the specified acceleration in Leeds-Manchester journey times from 49 to 30 minutes is compatible with a stop at Huddersfield. Detailed modelling by HSUK indicates that around 25km of new tunnelled route will be necessary to achieve the required journey time reduction. One intervention is likely to be a tunnel completely bypassing Huddersfield station. Huddersfield has no place in HS2 plans; it is assumed that passengers will change onto HS2 services either at Manchester Piccadilly or at Leeds. Given the limited range of destinations, this will leave Huddersfield primarily reliant on the existing intercity network for its intercity connectivity.

HSUK’s new-build transpennine route via the abandoned Woodhead corridor will enable enhanced services from both Leeds and Sheffield to Manchester that easily beat the Northern Powerhouse specification of 30 minute journey times. HSUK’s route will of necessity bypass Huddersfield; however, full integration with the existing network will allow services on the existing Huddersfield route to be enhanced, with new direct journeys to Birmingham, Manchester Airport, Crewe, Wolverhampton, Birmingham, Coventry and Leicester. Restoration of the abandoned transpennine Woodhead route and Sheffield Victoria station will also enable for the first time direct high speed services from Huddersfield to London.

# HIGH SPEED UK

## & HS2 LINKS TO

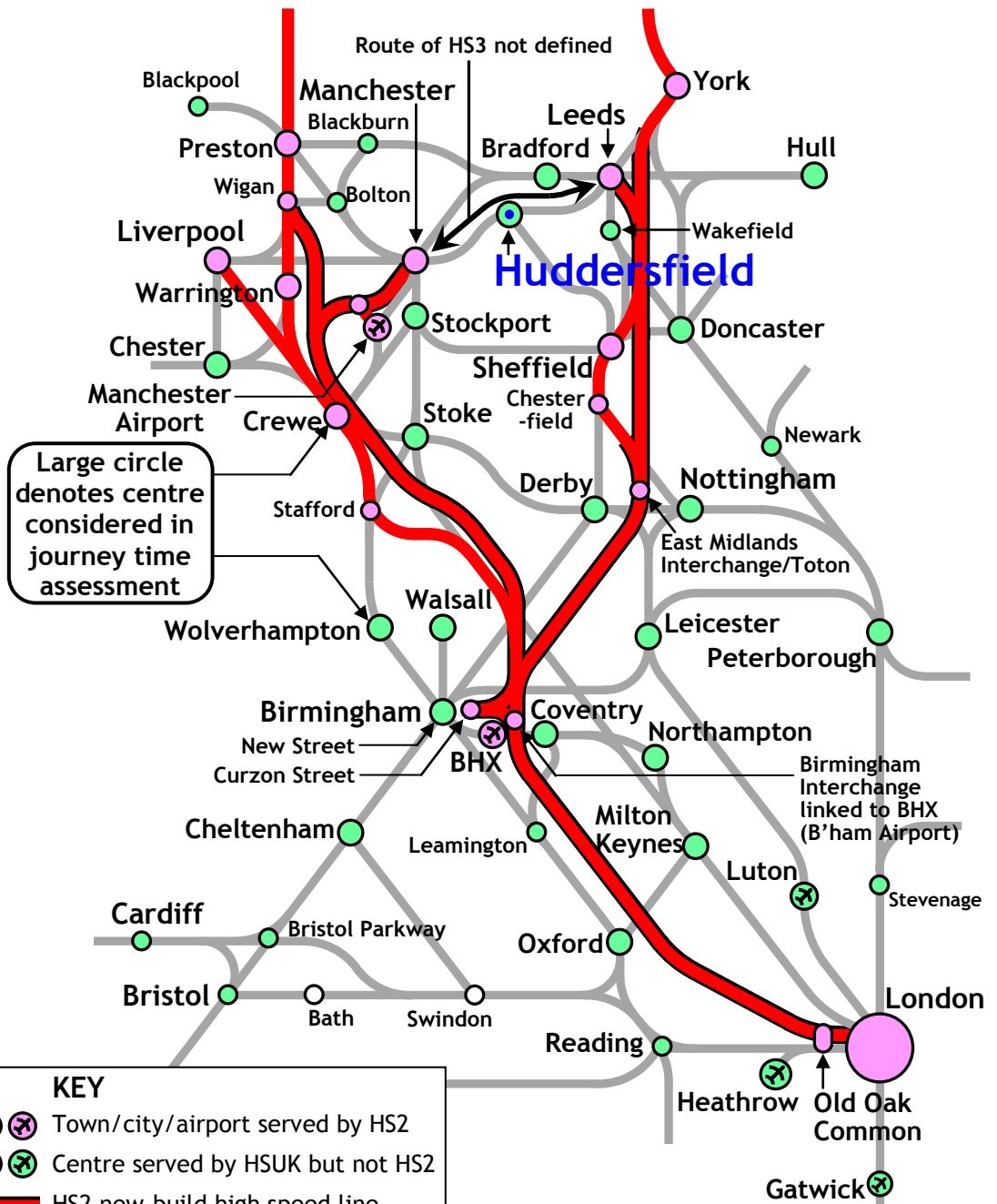
# HUDDERSFIELD



# HUDDERSFIELD

*Isolated from HS2, poor links to London, Sheffield & Birmingham, likely to be bypassed by HS3*

|                                  |
|----------------------------------|
| <b>HS2</b>                       |
| Average journey time reductions: |
| <b>8%</b>                        |
| No. of cities directly linked:   |
| <b>0</b>                         |
| No. of journeys made faster:     |
| <b>8</b>                         |
| No. of journeys made worse:      |
| <b>2</b>                         |

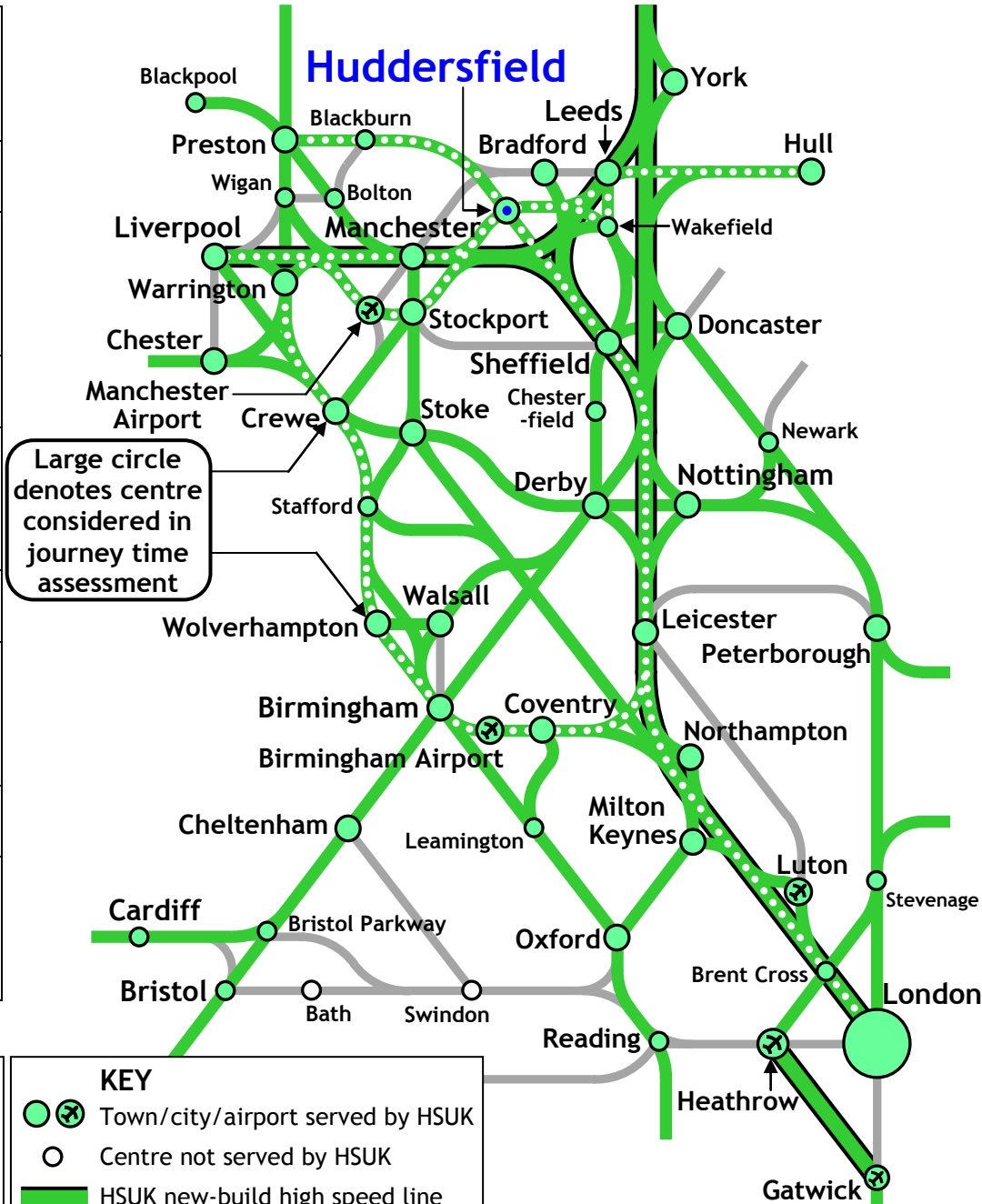


**HIGH SPEED 2**  
**ROUTES & CITIES SERVED**

# HUDDERSFIELD

*Fully connected to national high speed network, enhanced links to London, Sheffield & Birmingham*

|                                  |
|----------------------------------|
| <b>HSUK</b>                      |
| Average journey time reductions: |
| <b>40%</b>                       |
| No. of cities directly linked:   |
| <b>17</b>                        |
| No. of journeys made faster:     |
| <b>26</b>                        |
| No. of journeys made worse:      |
| <b>0</b>                         |



Huddersfield served by:  
 HSUK06  
 HSUK28  
 HSUK45  
 See Appendix A1

**HIGH SPEED UK**  
 ROUTES & CITIES SERVED

[www.highspeeduk.co.uk](http://www.highspeeduk.co.uk)

## Comparative Journey Times from Huddersfield

| 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    |           |     |   |          |     |              |               |              |               |                |               |                           |
| H<br>U<br>D<br>D<br>E<br>R<br>S<br>F<br>I<br>E<br>L<br>D | Birmingham     |           | 98  | 156   | 102      | 98  | 0            | 136           | 1            | 82            | 1              |               |                           |
|  | B'ham Airport  |           | 107 | 181   | 181      | 107 | 0            | 161           | 1            | 161           | 1              |               |                           |
|  | Bradford       |           | 43  | 43  | 43       | 43  | 0            | 43            | 0            | 43            | 0              |               |                           |
|  | Cheltenham     |           | 159 | 213   | 213      | 139 | 1            | 193           | 1            | 193           | 1              |               |                           |
|  | Chester        |           | 83  | 135   | 135      | 63  | 1            | 115           | 1            | 115           | 1              |               |                           |
|  | Coventry       |           | 116 | 191   | 155      | 116 | 0            | 171           | 1            | 105           | 2 <sup>B</sup> |               |                           |
|  | Crewe          |           | 55  | 100   | 100      | 55  | 0            | 80            | 1            | 80            | 1              |               |                           |
|  | Derby          |           | 93  | 135   | 129      | 73  | 1            | 115           | 1            | 89            | 2              |               |                           |
|  | Doncaster      |           | 75  | 87  | 87       | 55  | 1            | 67            | 1            | 67            | 1              | #             |                           |
|  | Heathrow       |           | 139 | 295   | 179      | 119 | 1            | 235           | 3            | 139           | 2              |               |                           |
|  | Hull           |           | 71  | 78  | 78       | 71  | 0            | 78            | 0            | 78            | 0              |               |                           |
|  | Leeds          |           | 19  | 19  | 19       | 19  | 0            | 19            | 0            | 19            | 0              |               |                           |
|  | Leicester      |           | 56  | 190   | 143      | 56  | 0            | 160           | 2            | 103           | 2              |               |                           |
|  | Liverpool      |           | 67  | 67  | 67       | 67  | 0            | 67            | 0            | 67            | 0              |               |                           |
|  | London         |           | 100 | 189   | 129      | 100 | 0            | 169           | 1            | 109           | 1              |               |                           |
|  | Luton          |           | 113 | 285   | 285      | 93  | 1            | 245           | 2            | 245           | 2              |               |                           |
|  | Manchester     |           | 26  | 26  | 26       | 26  | 0            | 26            | 0            | 26            | 0              |               |                           |
|  | M'ch'r Airport |           | 39  | 48  | 48       | 39  | 0            | 48            | 0            | 48            | 0              |               |                           |
|  | Milton Keynes  |           | 113 | 159   | 159      | 93  | 1            | 139           | 1            | 139           | 1              |               |                           |
|  | Northampton    |           | 101 | 204   | 201      | 81  | 1            | 164           | 2            | 151           | 2 <sup>B</sup> |               |                           |
|  | Nottingham     |           | 90  | 168   | 129      | 70  | 1            | 148           | 1            | 89            | 2              |               |                           |
|  | Oxford         |           | 144 | 240   | 240      | 124 | 1            | 220           | 1            | 220           | 1              |               |                           |
|  | Peterborough   |           | 124 | 150   | 150      | 104 | 1            | 130           | 1            | 130           | 1              |               |                           |
|  | Preston        |           | 71  | 106   | 106      | 71  | 0            | 86            | 1            | 86            | 1              |               |                           |
| Sheffield  |                | 26        | 80  | 80  | 26       | 0   | 80           | 0             | 60           | 1             |                |               |                           |
| Stockport  |                | 30        | 74  | 74  | 30       | 0   | 54           | 1             | 54           | 1             |                |               |                           |
| Stoke  |                | 84        | 101 | 101   | 64       | 1   | 81           | 1             | 81           | 1             | #              |               |                           |
| Walsall  |                | 105       | 227 | 227   | 85       | 1   | 187          | 2             | 187          | 2             |                |               |                           |
| Warrington   |                | 39        | 60  | 60  | 39       | 0   | 60           | 0             | 60           | 0             |                |               |                           |
| Wolverhampton  |                | 83        | 138 | 138   | 83       | 0   | 118          | 1             | 118          | 1             |                |               |                           |
| York   |                | 45        | 45  | 45  | 45       | 0   | 45           | 0             | 45           | 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.