

APPENDIX H3

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

HULL

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

Appendix H3 : Hull	
Page 250	Introduction & key results
Page 251	Timeline of comparative journey times from Hull
Page 252	HS2 routes from Hull
Page 253	HSUK routes from Hull
Page 254	Tabulated journey times from Hull

Hull

Town/City	Hull
Population of built-up area**	310,000
Ranking amongst UK cities**	24
Number of cities directly linked by existing rail network (out of 31)	7

References:
HSUK Yorkshire Rail Strategy HSUK Transpennine Rail Strategy HSUK Hull 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

Hull : Intercity Connectivity with HSUK and HS2

	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	32%	16	26	0	26
HS2	3%	0	5	8	0

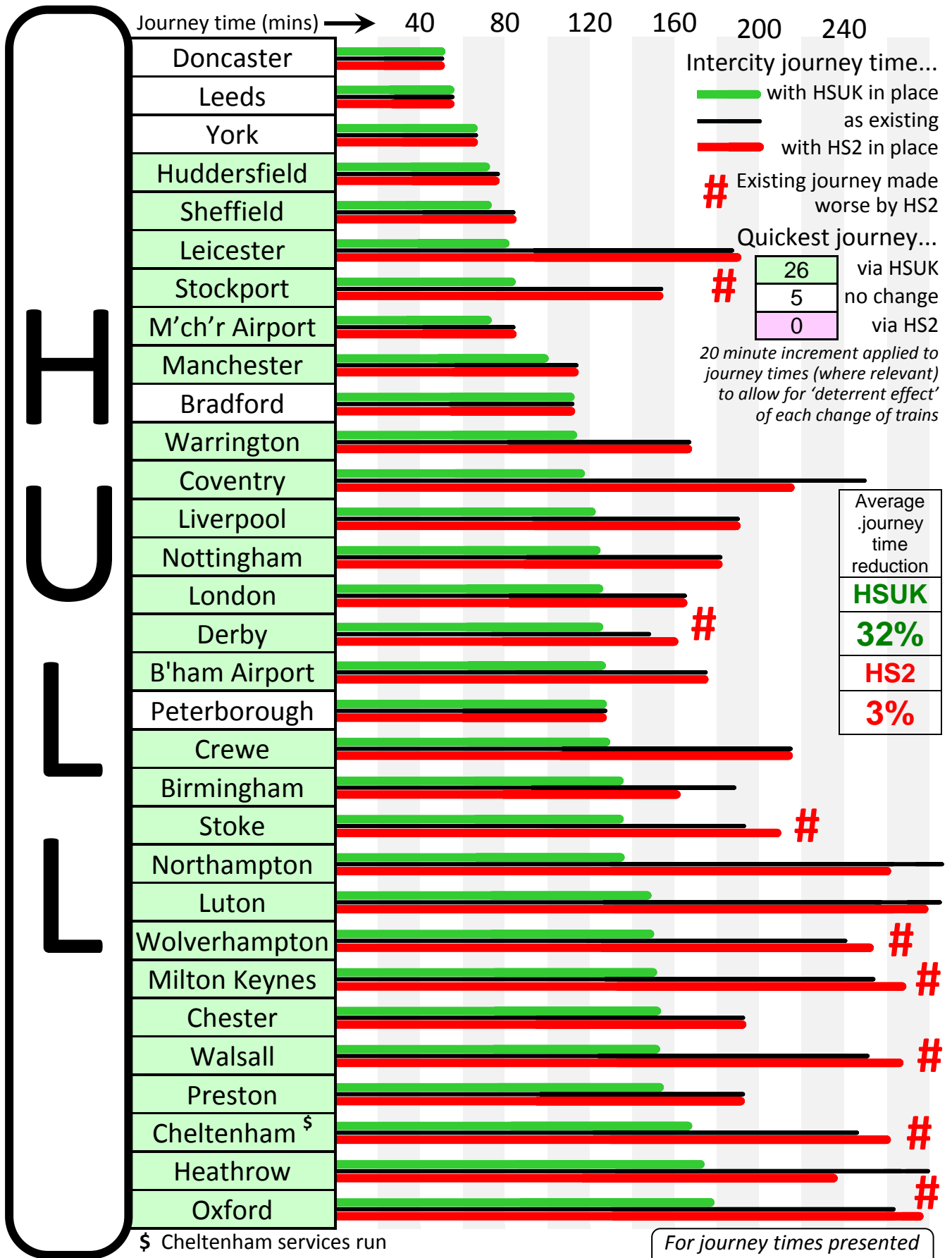
Hull’s peripheral position, located close to the East Coast and on the north side of the Humber estuary, has always left the city relatively isolated. Hull’s average journey time to the other 31 centres considered in this study is greater than for any other town or city, with the single exception of Luton. Hull enjoys hourly TransPennine services to Leeds and Manchester, and 2-hourly services to London, but even on these routes, journey times are long.

Improved links to Hull are seen as a vital element of emerging strategies for the Northern Powerhouse. However, there are as yet no detailed proposals for these improved links, aside from a stated ambition to reduce Leeds-Hull journey times from 55 to 45 minutes, and Hull-Sheffield journey times from 51 to 60 minutes. No HS2 services are proposed for Hull, no spare capacity exists for such services on the critical 2-track section between London and the West Midlands, and no connections to the existing network are planned, that might enable HS2 services to reach Hull.

Under the fully integrated HSUK proposals, Hull will see its intercity connectivity transformed. Direct hourly services will operate to Birmingham, Leeds, Leicester, Liverpool, London, Manchester, Manchester Airport, Sheffield and many other principal UK cities. Although construction of dedicated new lines to Hull appears not to be viable, plans are under development to upgrade sections of the existing Hull-Leeds route to 200 km/h or faster.

These upgrades will allow the achievement of the journey time improvements (from Hull to Leeds *and* Sheffield) specified for the Northern Powerhouse. This will involve limited lengths of new-build railway and the complete elimination of the existing level crossings which are the crucial limiting factor on current maximum speeds.

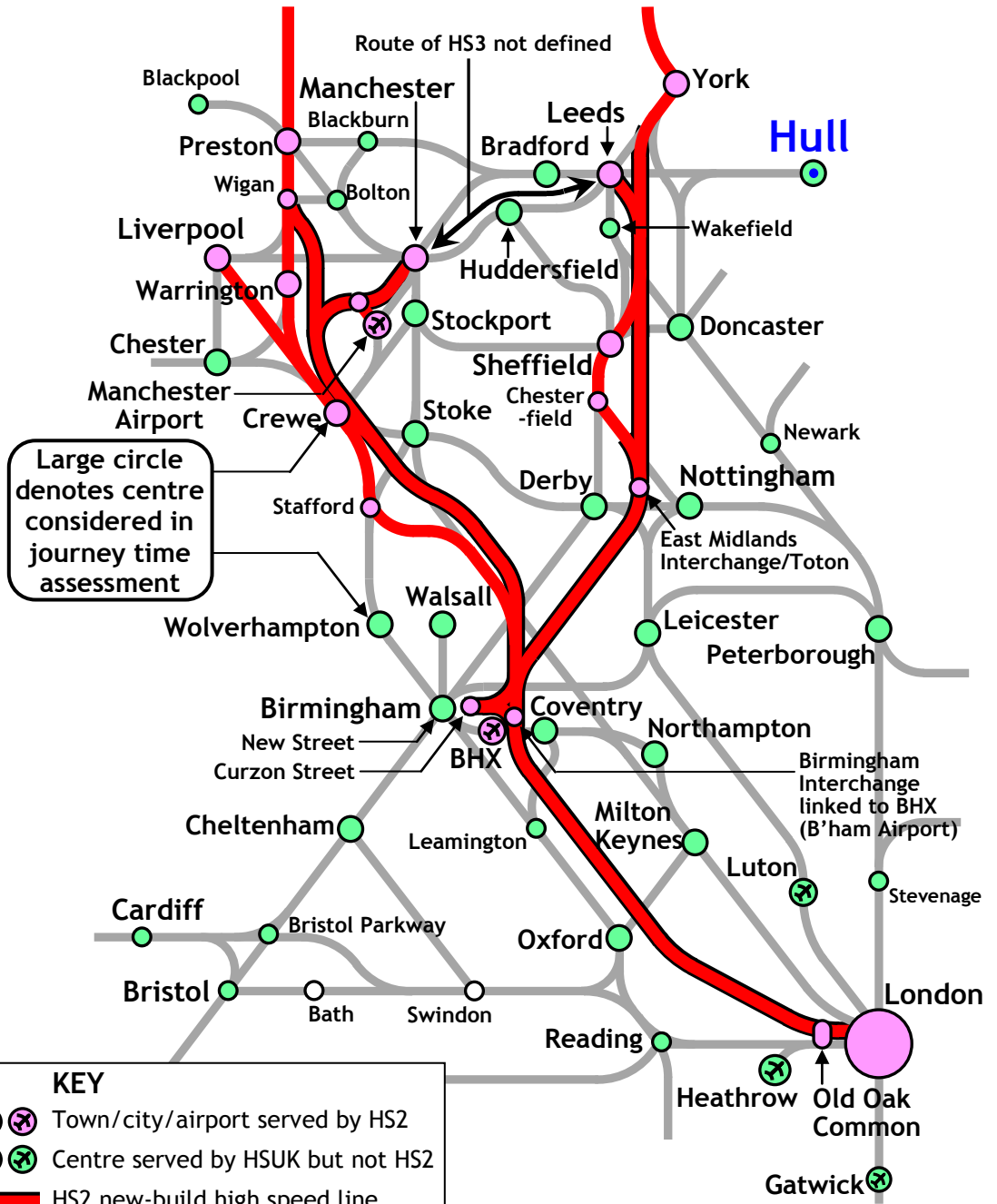
HIGH SPEED UK & HS2 LINKS TO HULL



HULL

Remote from HS2, existing services made worse, no info on links to other Northern Powerhouse cities

HS2
Average journey time reductions:
3%
No. of cities directly linked:
0
No. of journeys made faster:
5
No. of journeys made worse:
8

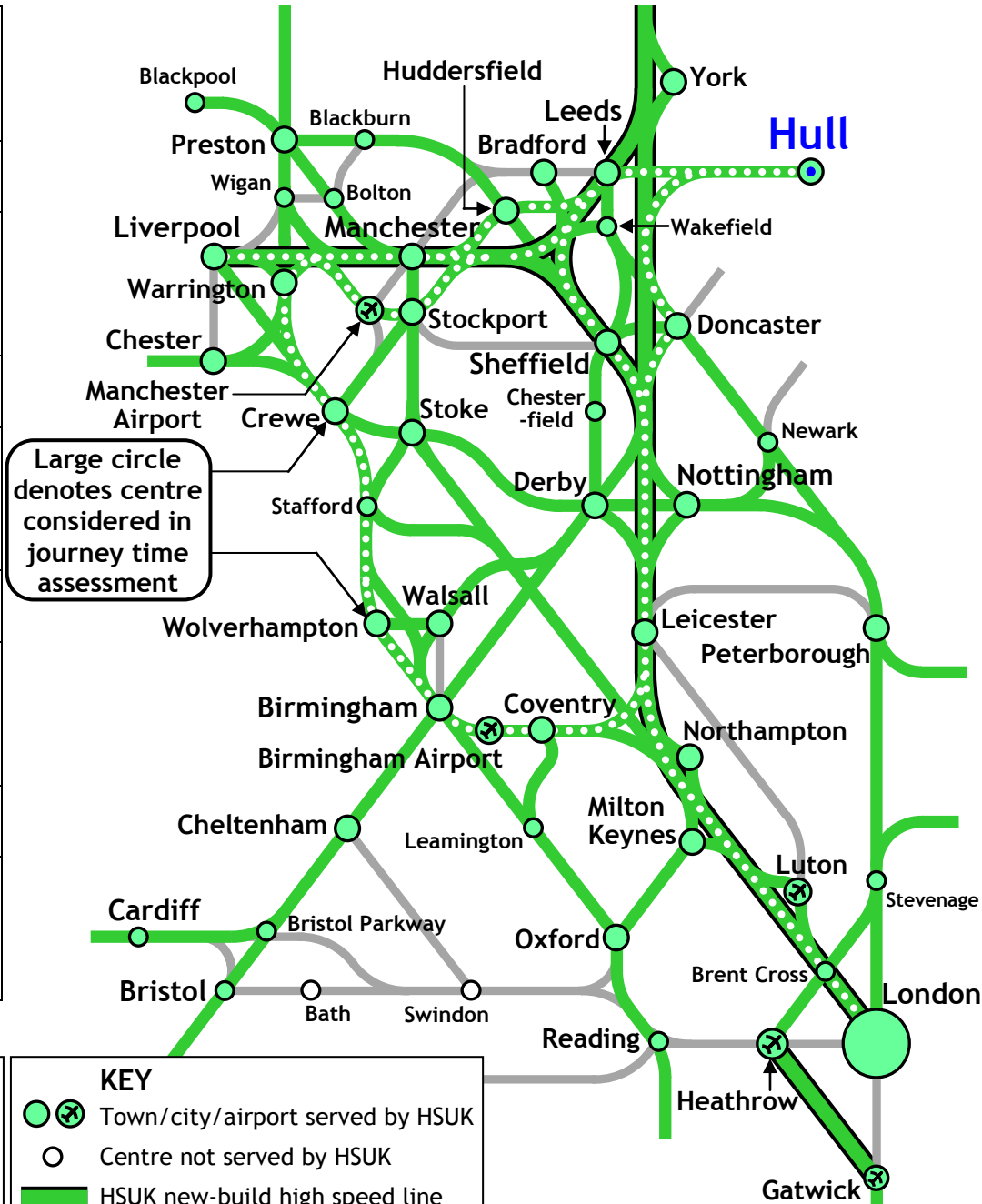


HIGH SPEED 2
ROUTES & CITIES SERVED

HULL

Direct links to all Northern Powerhouse cities & Manchester Airport, hourly services to London

HSUK
Average journey time reductions:
32%
No. of cities directly linked:
16
No. of journeys made faster:
26
No. of journeys made worse:
0



Hull served by:
 HSUK06
 HSUK26
 HSUK35
 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 Hull

**HIGH SPEED UK
 ROUTES & CITIES SERVED**

www.highspeeduk.co.uk

Comparative Journey Times from Hull

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		
HULL	Birmingham	138	189	162	138	0	169	1	142	1			
	B'ham Airport	128	238	177	128	0	198	2	147	1 ^B			
	Bradford	111	111	111	91	1	91	1	91	1			
	Cheltenham	190	247	247	170	1	207	2	207	2	#		
	Chester	155	221	221	135	1	201	1	201	1			
	Coventry	119	248	215	119	0	208	2	165	2 ^B			
	Crewe	128	217	217	128	0	177	2	177	2			
	Derby	126	148	148	106	1	128	1	128	1	#		
	Doncaster	51	51	51	51	0	51	0	51	0			
	Heathrow	173	281	237	153	1	231	3	197	2			
	Huddersfield	71	78	78	71	0	78	0	78	0			
	Leeds	55	55	55	55	0	55	0	55	0			
	Leicester	79	187	187	79	0	167	1	167	1	#		
	Liverpool	120	190	190	120	0	170	1	170	1			
	London	124	164	164	124	0	154	1	154	0			
	Luton	148	272	272	128	1	232	2	232	2			
	Manchester	98	113	113	98	0	113	0	113	0			
	M'ch'r Airport	92	169	169	92	0	149	1	149	1			
	Milton Keynes	150	255	255	130	1	235	1	219	2 ^B	#		
	Northampton	136	283	261	116	1	243	2	211	2 ^B			
	Nottingham	121	181	181	101	1	161	1	161	1			
	Oxford	179	263	263	159	1	243	1	243	1	#		
	Peterborough	127	112	112	107	1	112	0	112	0			
	Preston	159	193	193	139	1	173	1	173	1			
Sheffield	74	85	85	74	0	85	0	85	0				
Stockport	84	154	154	84	0	134	1	134	1				
Stoke	134	193	193	114	1	173	1	173	1	#			
Walsall	155	251	251	135	1	211	2	211	2	#			
Warrington	111	167	167	111	0	147	1	147	1				
Wolverhampton	152	241	241	152	0	221	1	221	1	#			
York	66	66	66	66	0	66	0	66	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.