

# APPENDIX L3

## CONNECTIVITY IMPROVEMENTS

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

# LIVERPOOL

*and Merseyside conurbation*

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

<b>Appendix L3 : Liverpool</b>	
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## Liverpool and Merseyside conurbation

<b>Town/City</b>	<b>Liverpool</b>
City Region (including Wirral)	Merseyside
Population of built-up area (incl Wirral)**	<b>1,180,000</b>
Ranking amongst UK cities**	<b>6</b>
Number of cities directly linked by existing rail network (out of 31)	<b>16</b>

### References:

HSUK North-West Rail Strategy  
 HSUK Transpennine Rail Strategy  
 HSUK Regional Map 09  
 HSUK Liverpool Network Map  
*All available on HSUK website*  
[www.highspeeduk.co.uk](http://www.highspeeduk.co.uk)

\*\* [https://en.wikipedia.org/wiki/List\\_of\\_urban\\_areas\\_in\\_the\\_United\\_Kingdom](https://en.wikipedia.org/wiki/List_of_urban_areas_in_the_United_Kingdom)

## Liverpool : Intercity Connectivity with HSUK and HS2

Liverpool	Average journey time reduction	Cities directly linked (out of 29)	Journeys made faster (out of 31)	Journeys made worse (out of 31)	Best performer (out of 31 journeys)
<b>High Speed UK</b>	<b>43%</b>	<b>26</b>	<b>28</b>	<b>0</b>	<b>27</b>
<b>HS2</b>	<b>4%</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>

Liverpool's situation as a coastal city means that it is bypassed by trunk routes such as the West Coast Main Line. All routes that do serve Liverpool terminate there, at Lime Street station. As a consequence, Liverpool and the entire Merseyside region are relatively poorly connected, compared with similar-sized but more centrally located conurbations such as South Yorkshire.

HS2 will do little to enhance Liverpool's connectivity. The proposed 2 trains per hour service to London certainly represent an improvement, but HS2 will not offer links to any other city along its route. It is particularly significant that no HS2 service to Birmingham is proposed. It would appear that a 'buffers-to-buffers' link between Liverpool Lime Street and Birmingham Curzon Street, with no major intermediate calling point, and no prospect of onward routing other major cities, is simply not viable. There is pressure from groups such as '20 Miles More' to extend construction of HS2's new build high speed line closer to Liverpool. However, this will do nothing to resolve the fundamental routing inefficiencies of the stand-alone HS2 scheme.

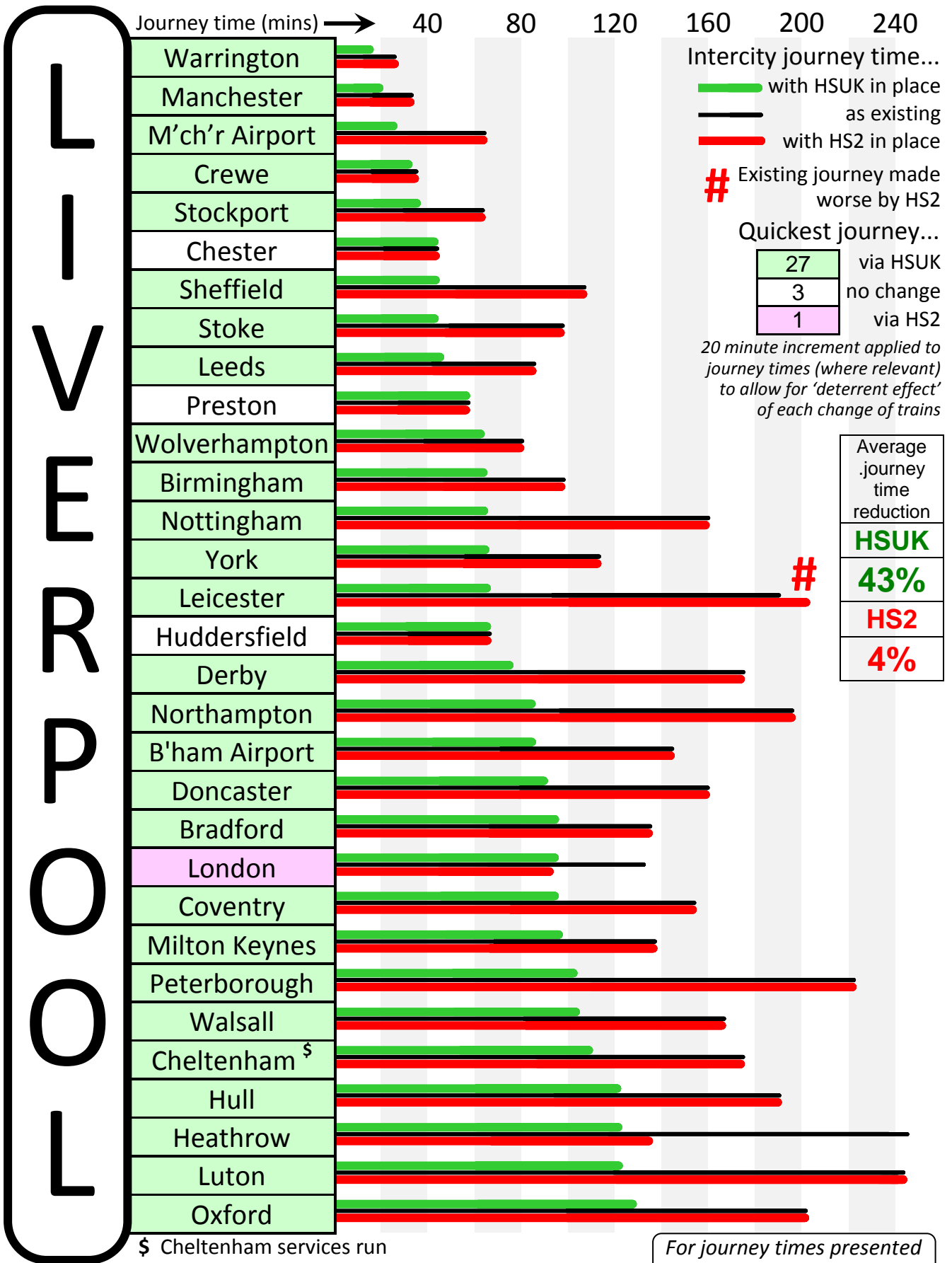
HSUK resolves these inefficiencies through full integration with the existing network, and through a radically different routing strategy. HSUK's primary route to Liverpool via a 'Woodhead' transpennine crossing will enable fast and efficient services from Liverpool to most major UK cities:

- Liverpool-Manchester-London
- Liverpool-Manchester-Leeds-York-Darlington-Newcastle-Edinburgh-Glasgow
- Liverpool-Manchester-Sheffield-Leicester-Milton Keynes-Oxford-South Coast
- Liverpool-Manchester-Sheffield-Nottingham-Peterborough-Norwich
- Liverpool-Manchester-Sheffield-Heathrow
- Liverpool-Altrincham-Manchester Airport-Stockport-Leeds-Hull

Major developments of the Merseyrail system are proposed, to divert commuter services away from Lime Street station and generate the necessary increased capacity for intercity services.

# HIGH SPEED UK & HS2 LINKS TO

# LIVERPOOL



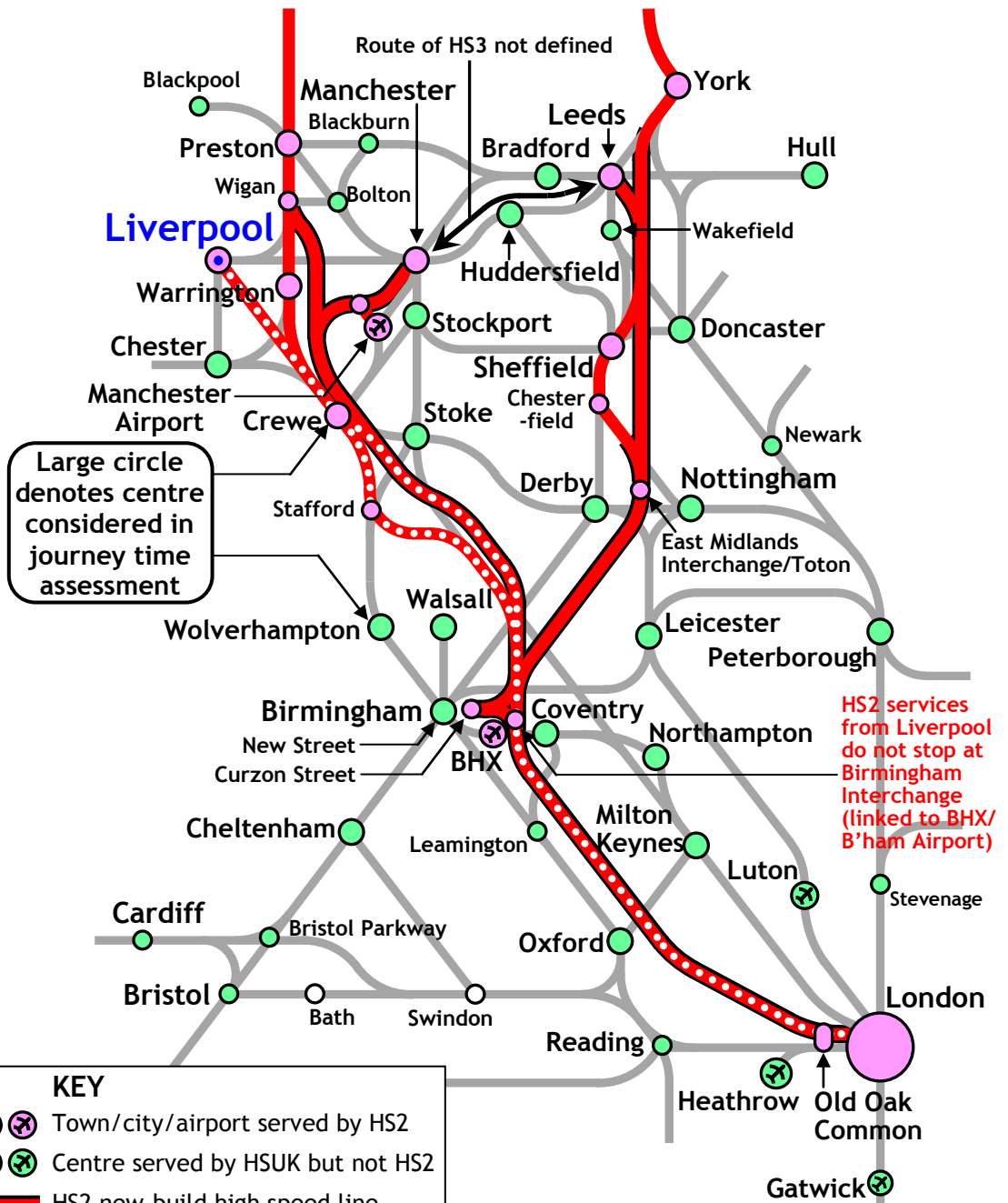
\$ Cheltenham services run onward to Bristol and Cardiff

For journey times presented in tabulated format see p272

# LIVERPOOL

*HS2 links only to Crewe & London, no proposals for improved HS3 Northern Powerhouse links*

<b>HS2</b>
Average journey time reductions:
<b>4%</b>
No. of cities directly linked:
<b>2</b>
No. of journeys made faster:
<b>2</b>
No. of journeys made worse:
<b>1</b>



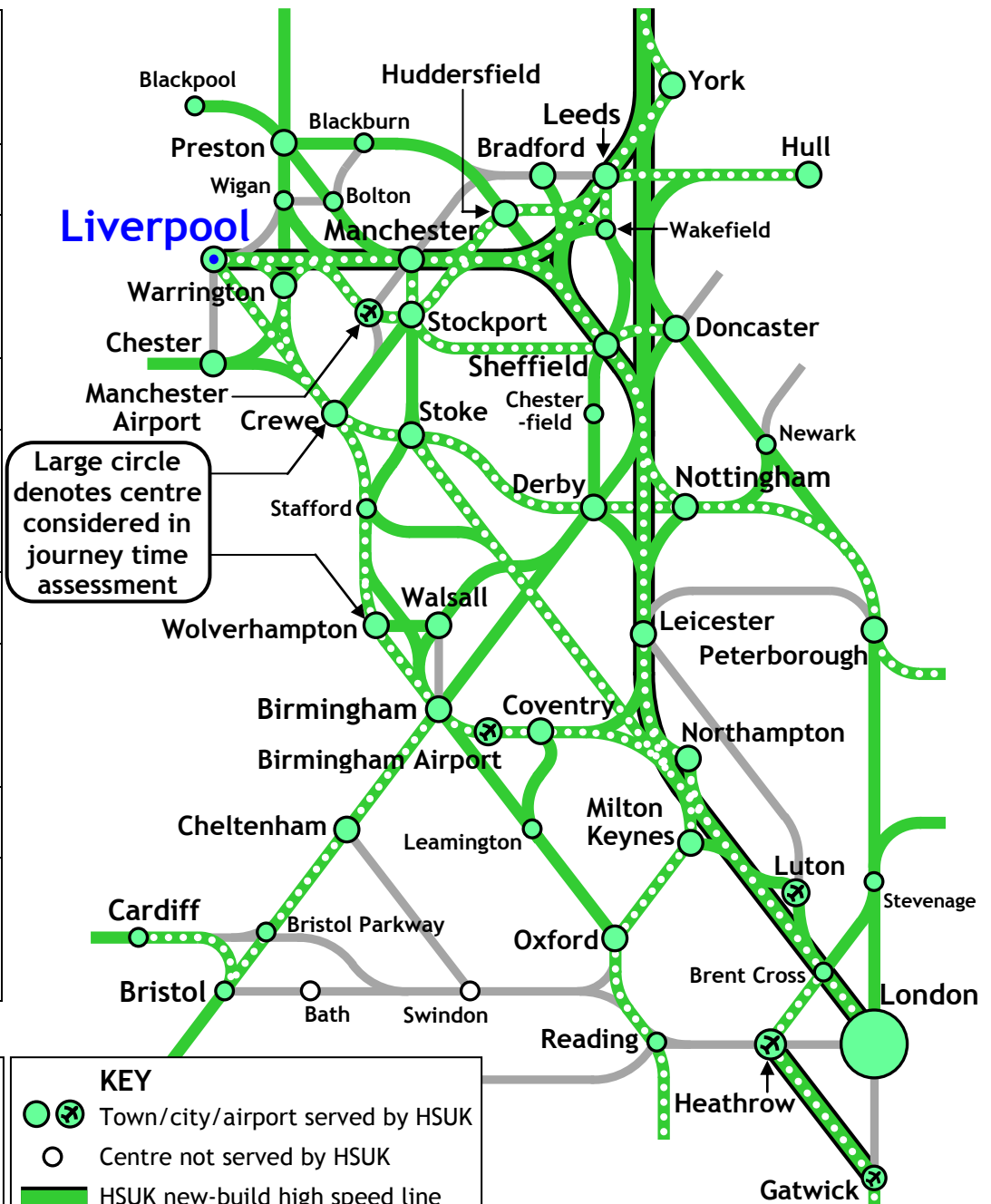
KEY	
	Town/city/airport served by HS2
	Centre served by HSUK but not HS2
	HS2 new-build high speed line
	HS2 services on existing line
	HS2 services from Liverpool

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

# LIVERPOOL

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

<b>HSUK</b>
Average journey time reductions:
<b>43%</b>
No. of cities directly linked:
<b>26</b>
No. of journeys made faster:
<b>28</b>
No. of journeys made worse:
<b>0</b>



Liverpool served by:  
 HSUK03  
 HSUK13,14  
 HSUK21,26,27,28  
 HSUK43,54,62  
 HSUK92  
 See Appendix A1

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

**HIGH SPEED UK  
 ROUTES & CITIES SERVED**

## Comparative Journey Times from Liverpool

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	
L I V E R P O O L	Birmingham	64	99	99	64	0	99	0	99	0			
	B'ham Airport	84	145	145	84	0	125	1	125	1			
	Bradford	98	137	137	78	1	117	1	117	1			
	Cheltenham	108	176	176	108	0	156	1	156	1			
	Chester	43	43	43	43	0	43	0	43	0			
	Coventry	93	155	155	93	0	135	1	135	1			
	Crewe	31	36	36	31	0	36	0	36	0			
	Derby	75	166	166	75	0	146	1	146	1			
	Doncaster	96	160	160	76	1	140	1	140	1			
	Heathrow	124	246	136	124	0	206	2	116	1			
	Huddersfield	67	67	67	67	0	67	0	67	0			
	Hull	120	190	190	120	0	170	1	170	1			
	Leeds	46	86	86	46	0	86	0	86	0			
	Leicester	68	189	189	68	0	159	2	159	1	#		
	London	98	133	93	98	0	133	0	93	0			
	Luton	125	244	244	105	1	204	2	204	2			
	Manchester	19	33	33	19	0	33	0	33	0			
	M'ch'r Airport	26	64	64	26	0	64	0	64	0			
	Milton Keynes	102	139	139	102	0	119	1	119	1			
	Northampton	88	197	197	88	0	157	2	157	2			
	Nottingham	66	160	160	66	0	160	0	160	0			
	Oxford	130	202	202	130	0	182	1	182	1			
	Peterborough	105	212	212	105	0	212	0	212	0			
	Preston	58	58	58	58	0	58	0	58	0			
Sheffield	43	107	107	43	0	107	0	107	0				
Stockport	34	63	63	34	0	63	0	63	0				
Stoke	41	99	99	41	0	79	1	79	1				
Walsall	105	167	167	85	1	147	1	147	1				
Warrington	14	26	26	14	0	26	0	26	0				
Wolverhampton	60	80	80	60	0	80	0	80	0				
York	64	113	113	64	0	113	0	113	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.