

APPENDIX M1

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

MANCHESTER

*and Greater Manchester
conurbation*

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

Appendix M1 : Manchester	
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Manchester and Greater Manchester conurbation

Town/City	Manchester
City Region	Greater Manchester
Population of built-up area**	2,550,000
Ranking amongst UK cities**	2
Number of cities directly linked by existing rail network (out of 31)	24

References: HSUK North-West Rail Strategy HSUK Transpennine Rail Strategy HSUK Regional Maps 09 & 10 HSUK Manchester 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

Manchester : 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	42%	29	28	0	25
HS2	13%	3	6	3	3

Greater Manchester is the UK’s second-largest conurbation and the largest in the North of England. In consequence Manchester Piccadilly station is a natural focus for the national intercity network, and it enjoys direct links to most other principal UK cities. However, the lack of any direct ‘heavy rail’ link between Manchester’s two principal stations – Victoria to the north, Piccadilly to the south – and lack of capacity on east-west routes greatly compromises regional and national connectivity via Manchester. Of particular concern is the lack of capacity for transpennine freight traffic (for instance container trains from the proposed ‘Atlantic Gateway’ Liverpool superport) to cross Manchester. These east-west cross-Manchester issues are not addressed by the ongoing ‘Northern Hub’ scheme.

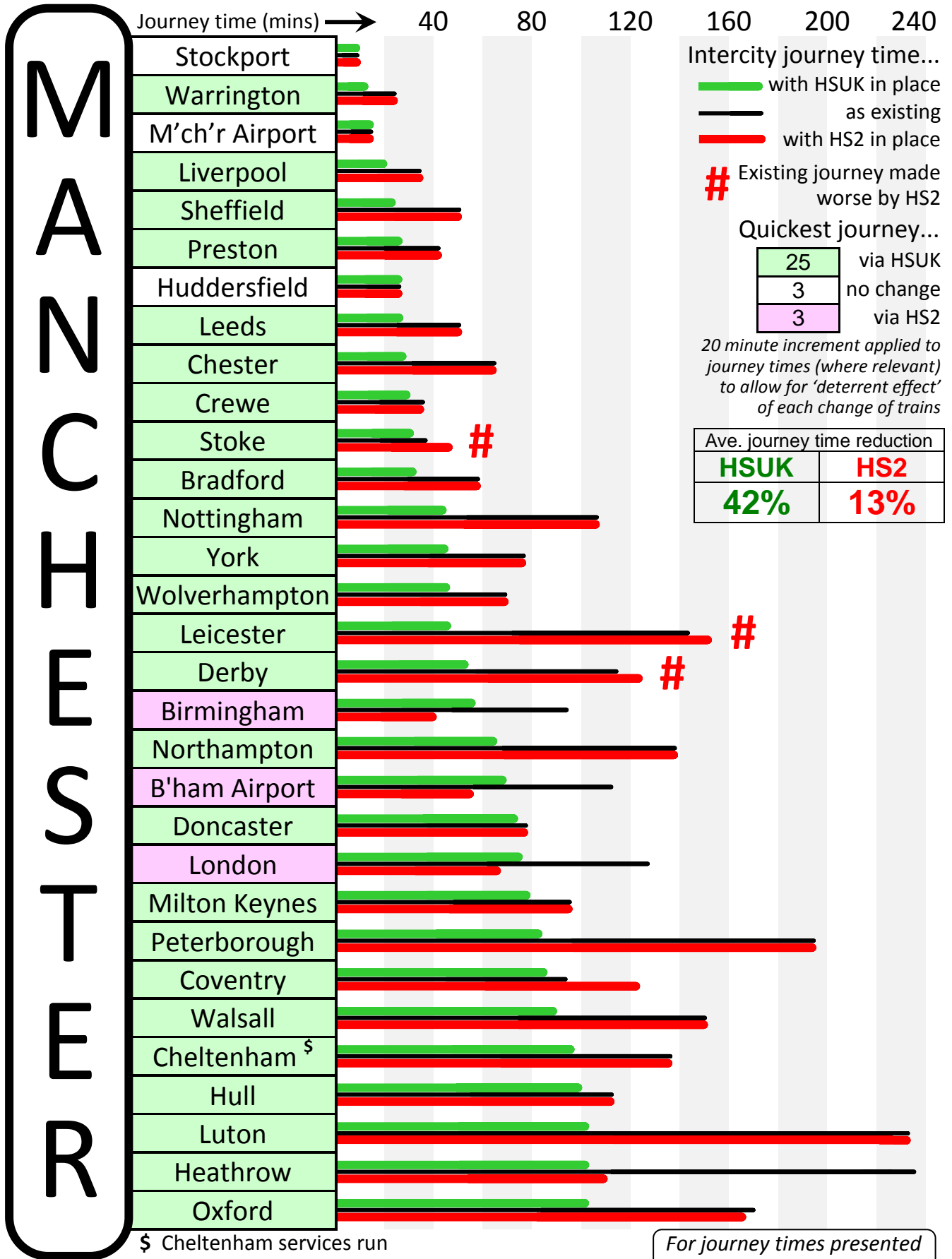
HS2 will serve Manchester at a new terminus station to be built alongside the existing Manchester Piccadilly. However, HS2 will do very little to improve Manchester’s overall connectivity. Only Birmingham, Birmingham Airport and London Euston will be directly linked, and the general disconnection of these stations will prevent further spread of HS2’s connectivity benefits; links to all other UK cities will remain largely dependent upon the existing intercity network. Whilst HS3/Northern Powerhouse Rail should bring further benefits for transpennine links to Leeds and other Yorkshire cities, this also establishes a requirement for onward links towards Liverpool and to Manchester Airport with which the proposed HS2 terminus at Manchester Piccadilly is completely incompatible.

HSUK greatly improves Manchester’s intercity connectivity not by building the fastest route to London, but by building the new transpennine route necessary to link Manchester (and Liverpool) to its north-south spine and therefore to most principal UK cities. Its cross-Manchester route with new tunnelled platforms at Manchester Piccadilly enables all Northern Powerhouse requirements for connectivity between Northern cities to be met in full.

HIGH SPEED UK

& HS2 LINKS TO

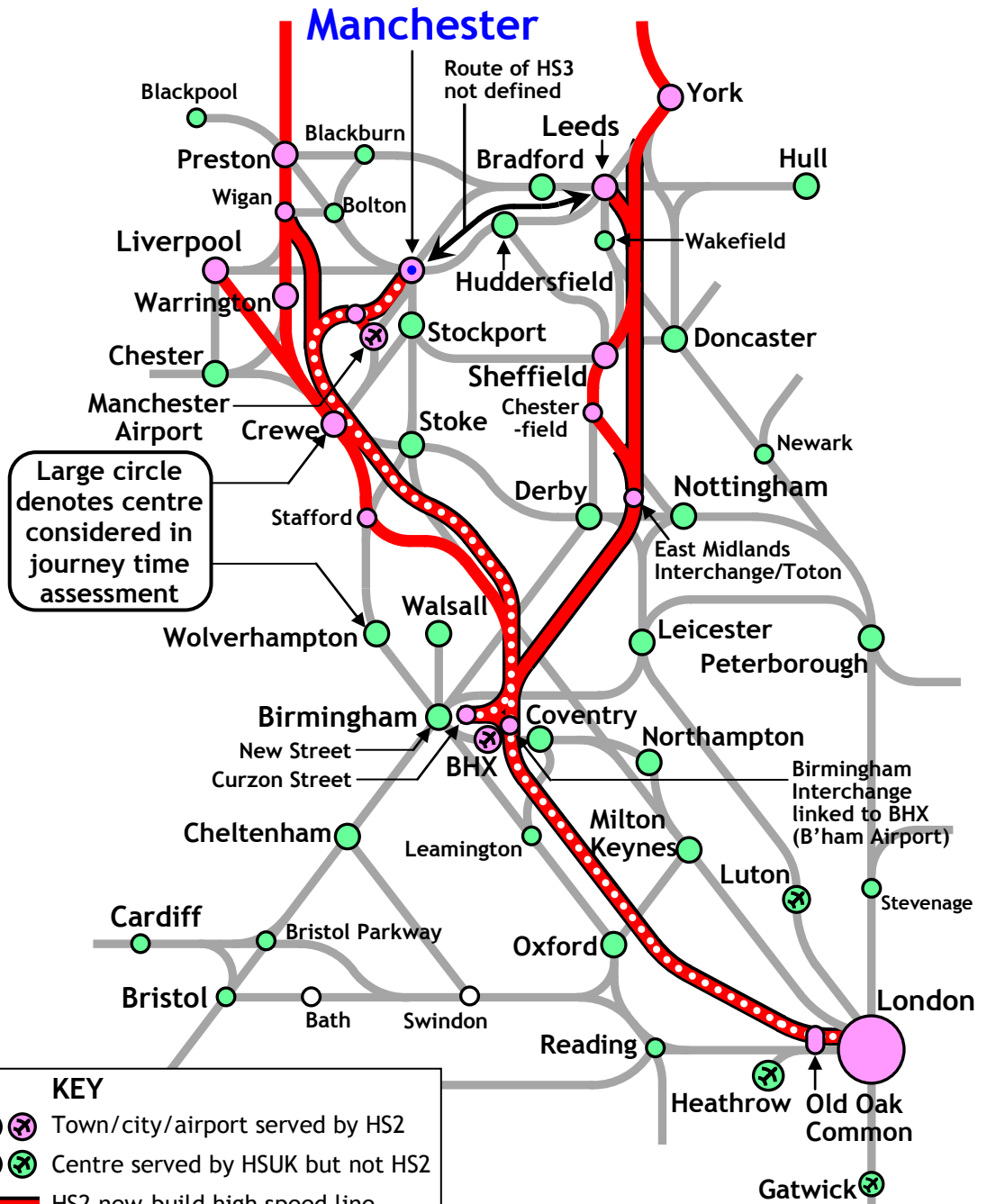
MANCHESTER



MANCHESTER

Located on spur, HS2 direct links only to London, Birmingham & Birmingham Airport

HS2
Average journey time reductions:
13%
No. of cities directly linked:
3
No. of journeys made faster:
6
No. of journeys made worse:
3

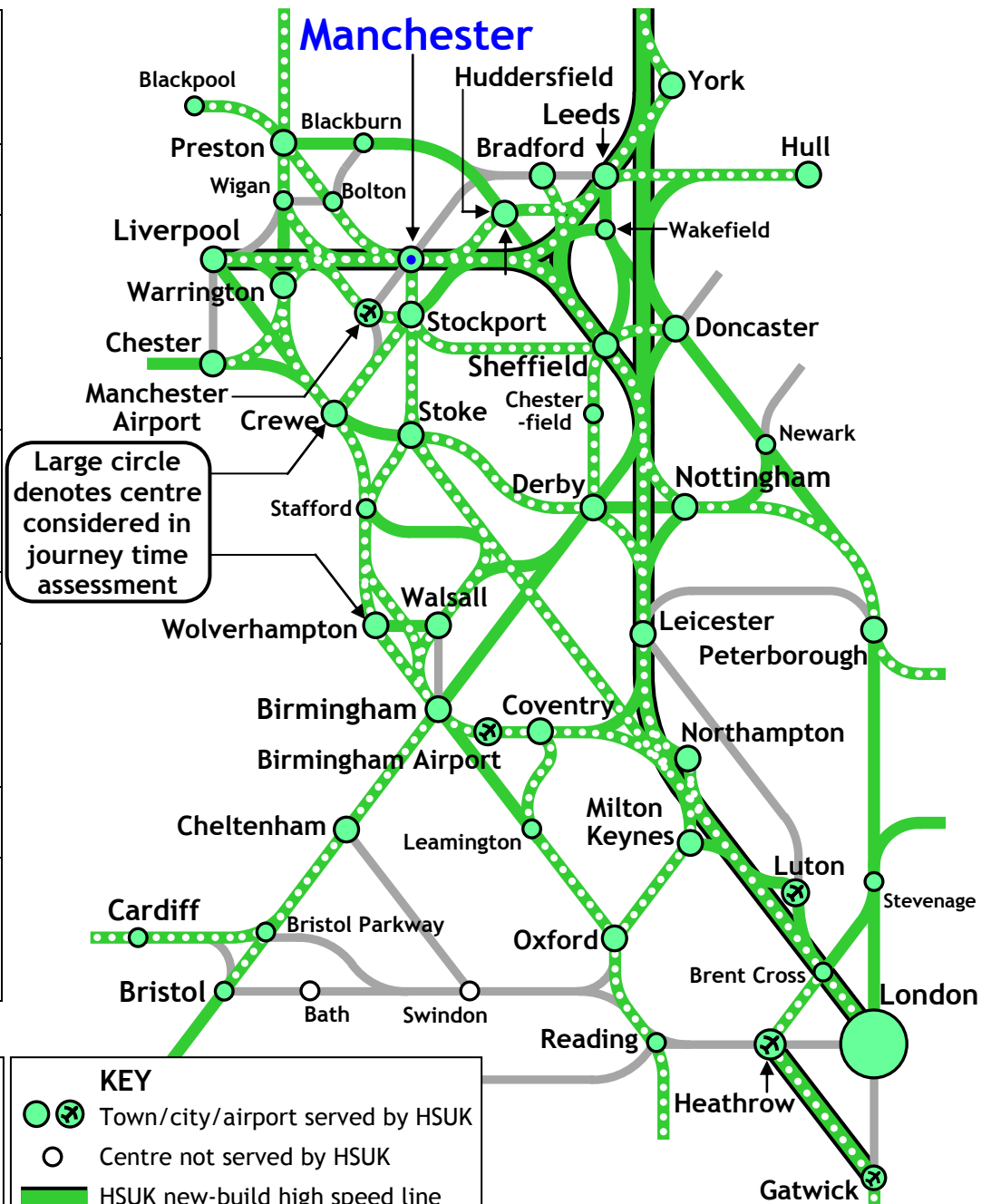


HIGH SPEED 2 ROUTES & CITIES SERVED

MANCHESTER

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

HSUK
Average journey time reductions:
42%
No. of cities directly linked:
29
No. of journeys made faster:
28
No. of journeys made worse:
0



Manchester served by:
 HSUK03,06,11,12
 HSUK21,22,23,28
 HSUK43,44,15,29
 HSUK53,64,71
 HSUK92,94
 See Appendix A1

www.highspeeduk.co.uk

**HIGH SPEED UK
 ROUTES & CITIES SERVED**

Comparative Journey Times from Manchester

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	
M A N C H E S T E R	Birmingham			57	87	40	57	0	87	0	40	0	
	B'ham Airport			69	112	55	69	0	112	0	45	0 ^B	
	Bradford			30	59	59	30	0	59	0	59	0	
	Cheltenham			97	137	137	97	0	137	0	137	0	
	Chester			27	64	64	27	0	64	0	64	0	
	Coventry			86	122	93	86	0	122	0	63	1 ^B	
	Crewe			28	35	35	28	0	35	0	35	0	
	Derby			53	114	114	53	0	94	1	94	1	#
	Doncaster			78	78	78	78	0	78	0	78	0	
	Heathrow			103	236	110	103	0	196	2	90	1	
	Huddersfield			26	26	26	26	0	26	0	26	0	
	Hull			98	113	113	98	0	113	0	113	0	
	Leeds			26	51	51	26	0	51	0	51	0	
	Leicester			47	142	142	47	0	122	1	122	1	#
	Liverpool			19	33	33	19	0	33	0	33	0	
	London			77	127	67	77	0	127	0	67	0	
	Luton			104	233	233	84	1	193	2	193	2	
	M'ch'r Airport			13	13	13	13	0	13	0	13	0	
	Milton Keynes			81	95	95	81	0	95	0	95	0	
	Northampton			67	139	139	67	0	119	1	109	1 ^B	
	Nottingham			45	106	106	45	0	106	0	106	0	
	Oxford			110	171	167	110	0	171	0	137	1 ^B	
	Peterborough			84	174	174	84	0	154	1	154	1	
	Preston			25	41	41	25	0	41	0	41	0	
Sheffield			23	50	50	23	0	50	0	50	0		
Stockport			8	10	10	8	0	10	0	10	0		
Stoke			30	36	36	30	0	36	0	36	0	#	
Walsall			88	150	150	88	0	130	1	130	1		
Warrington			11	23	23	11	0	23	0	23	0		
Wolverhampton			45	69	69	45	0	69	0	69	0		
York			43	77	77	43	0	77	0	77	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.