

# APPENDIX N1

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

## NORTHAMPTON

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

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# Northampton

<b>Town/City</b>	<b>Northampton</b>
Population of built-up area**	<b>220,000</b>
Ranking amongst UK cities**	<b>37</b>
Number of cities directly linked by existing rail network (out of 31)	<b>7</b>

<b>References:</b> HSUK London-Birmingham Rail Strategy HSUK Regional Maps 02 & 03 HSUK Northampton Network Map <i>All available on HSUK website</i> <a href="http://www.highspeeduk.co.uk">www.highspeeduk.co.uk</a>
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\*\* [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)

## Northampton : Intercity Connectivity with HSUK and HS2

Northampton	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)
<b>High Speed UK</b>	<b>60%</b>	<b>18</b>	<b>31</b>	<b>0</b>	<b>31</b>
<b>HS2</b>	<b>5%</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>0</b>

Northampton has historically been excluded from the national intercity network from the very start, when the builders of the London to Birmingham Railway (the precursor to the modern-day West Coast Main Line) chose to bypass Northampton. Its only links are local, south-eastwards to Milton Keynes and London, and north-westwards to Coventry and Birmingham, and to Stoke and Crewe. All of these links are regional London Midland services and none can be characterised as being of 'intercity' quality. The poor quality of Northampton's intercity rail links contrasts sharply with the good road connectivity that the town enjoys by virtue of its proximity to the M1, M6 and A14.

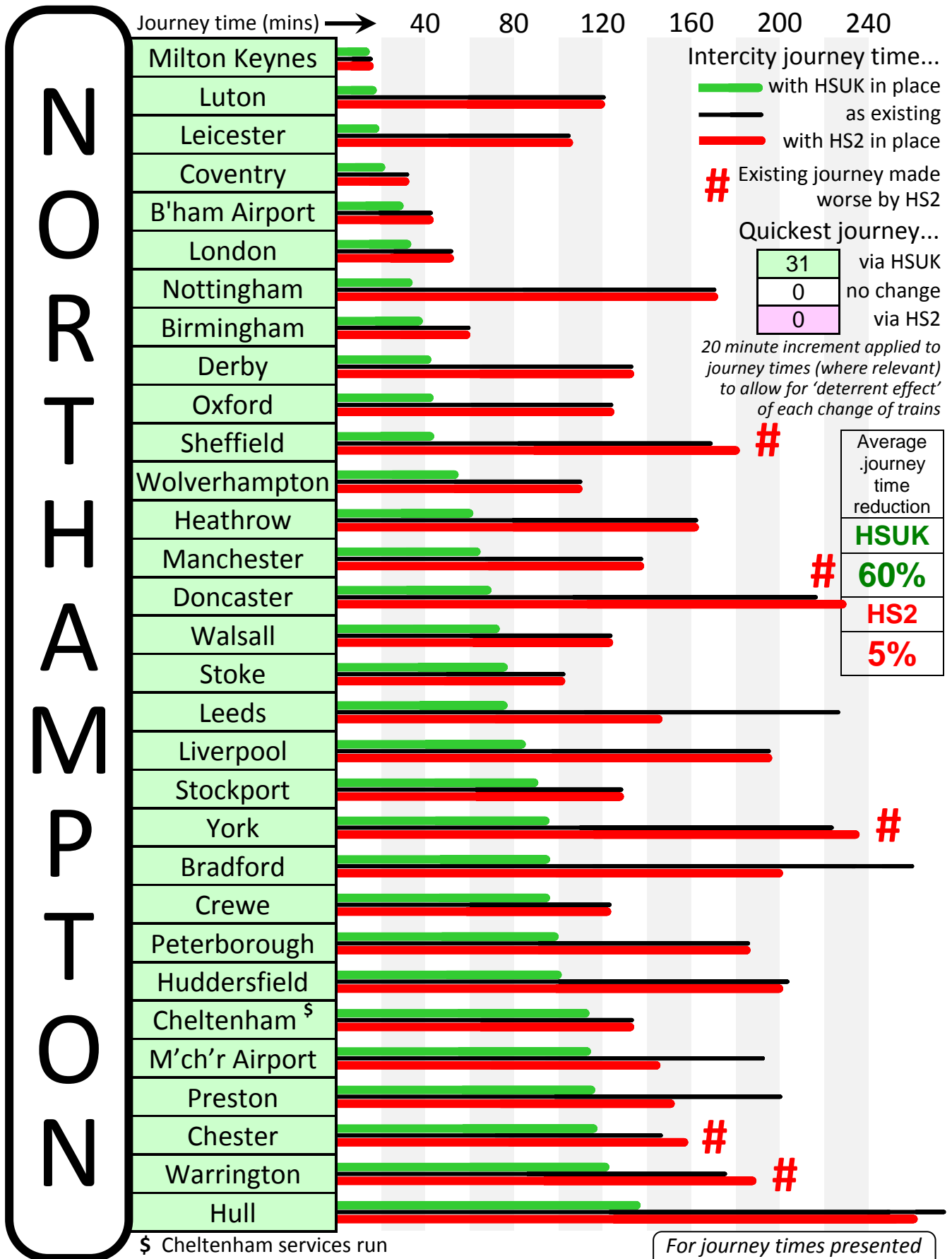
Northampton's existing intercity connectivity is so poor that HS2 can do little to make it significantly worse. Any improvements that are achieved, through northward links to HS2 services at Birmingham International/Interchange, are testament not to any merit in the part of HS2, but to the appalling connectivity that Northampton has to the present intercity network.

The establishment of HSUK's M1-aligned trunk route, combined with the ongoing reopening of the East-West route, allows Northampton to gain even greater benefit, relative to its existing connectivity, than HSUK will achieve for Milton Keynes. The East-West restoration and HSUK's M1-aligned spine route will together create an entirely new cross-country corridor, running from the South Coast via Reading, Oxford, Milton Keynes and Northampton to the East Midlands and South Yorkshire, and then onwards either to Manchester and Liverpool or to Leeds, the North-East and Scotland. In this way, Northampton can attain direct connectivity to all principal UK cities, and thus become a key hub of the UK national network.

# HIGH SPEED UK

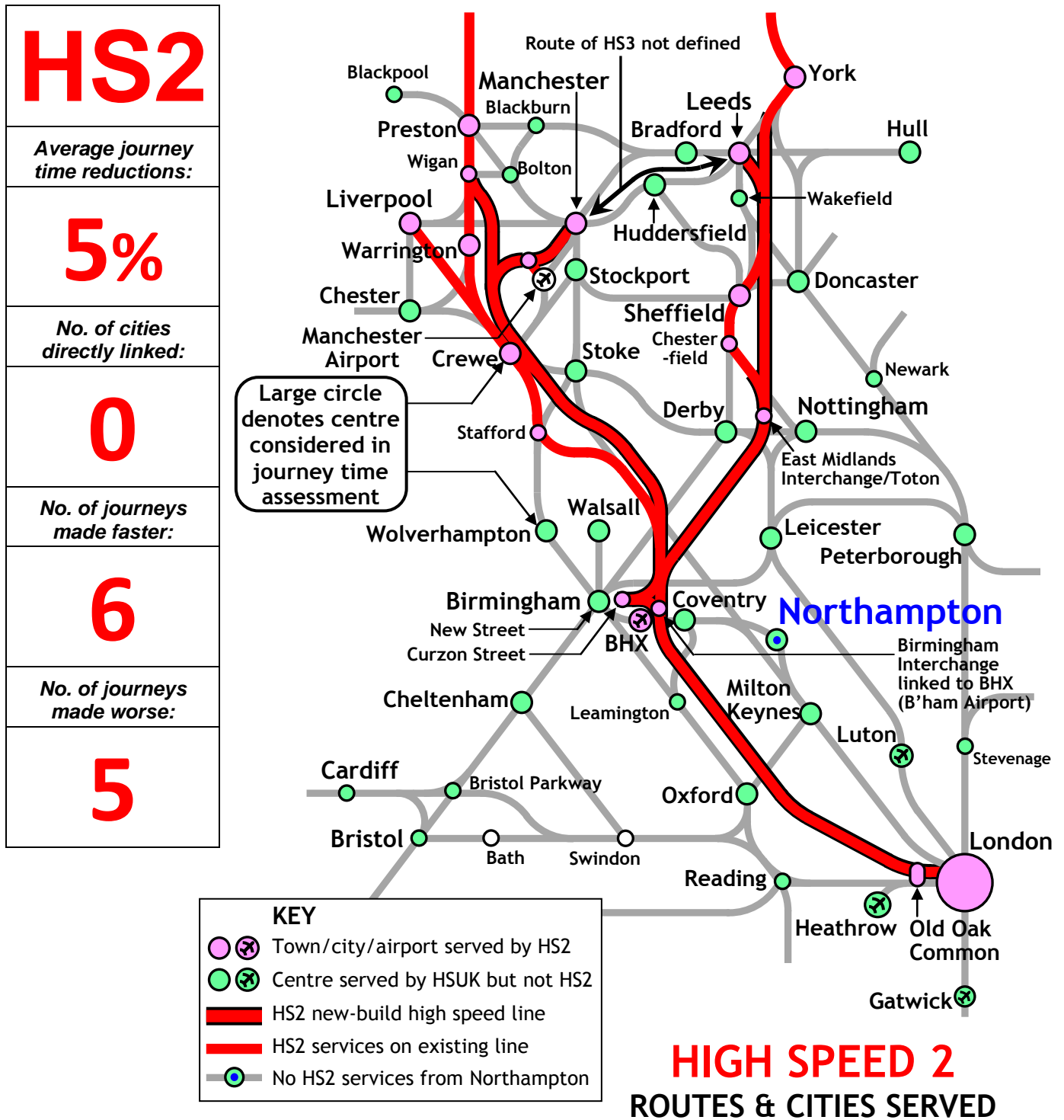
## & HS2 LINKS TO

# NORTHAMPTON



# NORTHAMPTON

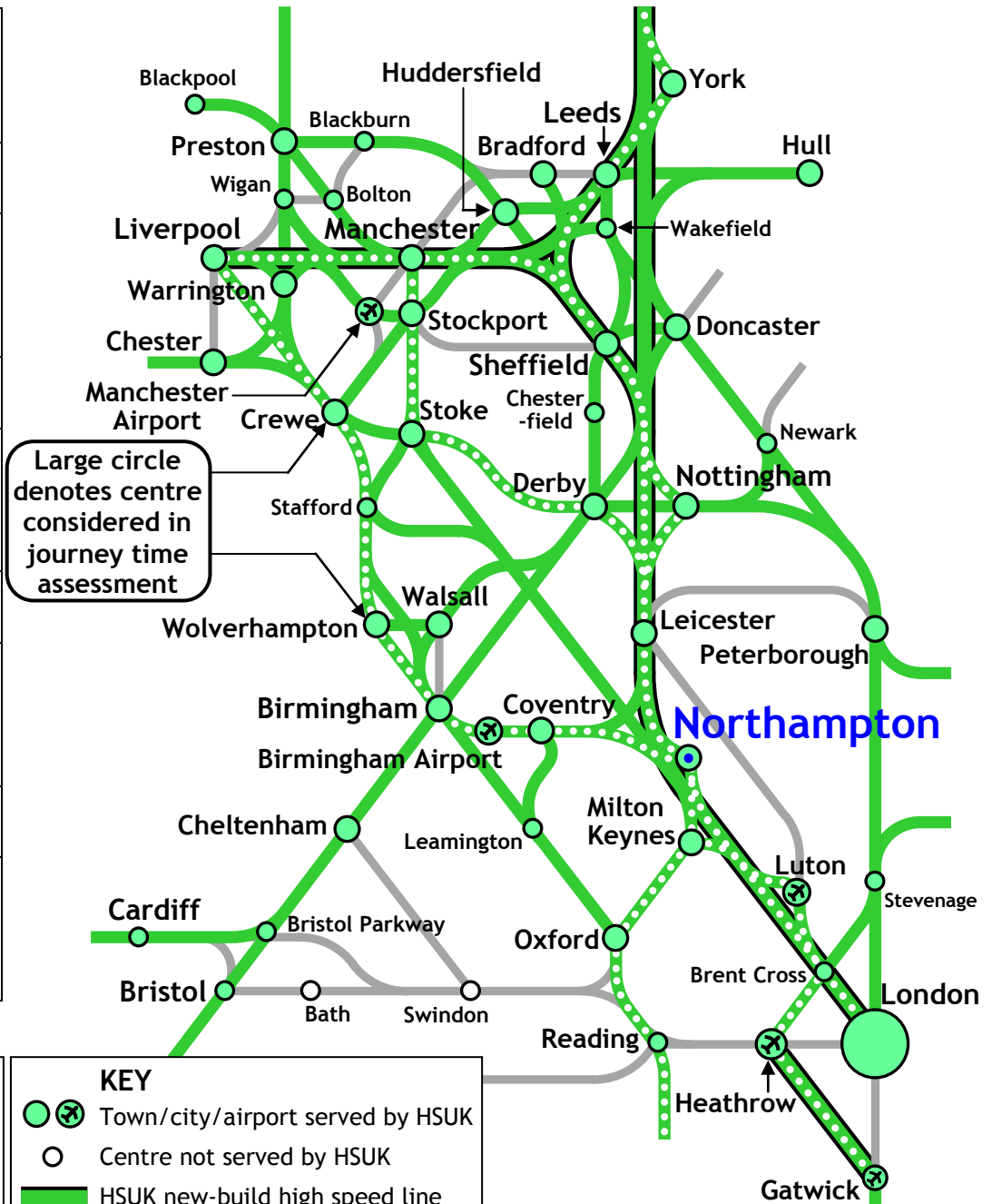
*Bypassed by HS2, no improvement to existing  
abysmal levels of intercity connectivity*



# NORTHAMPTON

*Connectivity transformed through link to HSUK spine route following M1 corridor*

<b>HSUK</b>
Average journey time reductions:
<b>60%</b>
No. of cities directly linked:
<b>18</b>
No. of journeys made faster:
<b>31</b>
No. of journeys made worse:
<b>0</b>



Northampton served by:  
 HSUK02,03  
 HSUK62  
 HSUK79  
 HSUK93  
 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 Northampton

**HIGH SPEED UK**  
 ROUTES & CITIES SERVED

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

## Comparative Journey Times from Northampton

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	
N O R T H A M P T O N	Birmingham			38	60	60	38	0	60	0	60	0	
	B'ham Airport			28	43	43	28	0	43	0	43	0	
	Bradford			99	281	201	79	1	221	3	151	2 <sup>B</sup>	
	Cheltenham			111	134	134	91	1	114	1	114	1	
	Chester			115	146	146	95	1	126	1	126	1	#
	Coventry			19	33	33	19	0	33	0	33	0	
	Crewe			94	103	103	74	1	103	0	103	0	
	Derby			42	133	133	42	0	93	2	93	2	
	Doncaster			69	218	218	49	1	178	2	178	2	#
	Heathrow			60	162	162	60	0	122	2	122	2	
	Huddersfield			101	204	201	81	1	164	2	151	2 <sup>B</sup>	
	Hull			136	283	261	116	1	243	2	211	2 <sup>B</sup>	
	Leeds			82	227	148	82	0	187	2	118	1 <sup>B</sup>	
	Leicester			18	133	133	18	0	93	2	93	2	
	Liverpool			88	197	197	88	0	157	2	157	2	
	London			30	53	53	30	0	53	0	53	0	
	Luton			17	148	148	17	0	108	2	108	2	
	Manchester			67	139	139	67	0	119	1	109	1 <sup>B</sup>	
	M'ch'r Airport			117	193	145	97	1	153	2	105	2	
	Milton Keynes			12	16	16	12	0	16	0	16	0	
	Nottingham			34	171	171	34	0	131	2	122	2 <sup>B</sup>	
	Oxford			41	94	94	41	0	74	1	74	1	
	Peterborough			98	187	187	78	1	147	2	147	2	
	Preston			120	200	152	100	1	180	1	122	1 <sup>B</sup>	
Sheffield			43	168	168	43	0	148	1	148	1		
Stockport			93	129	129	73	1	109	1	109	1	#	
Stoke			78	82	82	78	0	82	0	82	0		
Walsall			71	124	124	51	1	104	1	104	1		
Warrington			122	176	176	102	1	156	1	156	1	#	
Wolverhampton			52	110	110	52	0	90	1	90	1		
York			99	224	224	99	0	204	1	204	1	#	

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.