

APPENDIX N2

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

NOTTINGHAM

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

Appendix N2 : Nottingham	
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Nottingham

Town/City	Nottingham
Population of built-up area**	730,000
Ranking amongst UK cities**	9
Number of cities directly linked by existing rail network (out of 31)	13

References: HSUK East Midlands Rail Strategy HSUK Regional Maps 05 HSUK Nottingham Network Map <i>All available on HSUK website</i> www.highspeeduk.co.uk
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** https://en.wikipedia.org/wiki/List_of_urban_areas_in_the_United_Kingdom

Nottingham : Intercity Connectivity with HSUK and HS2

Nottingham	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)
High Speed UK	56%	27	31	0	31
HS2	10%	0	9	1	0

Nottingham’s existing score of 13 cities (out of 31) directly linked indicates moderate connectivity, but the benefits of this connectivity are generally compromised by the poor quality rolling stock used on most services (except to London), by the poor journey times on offer and by the fact that Nottingham is located on a spur, clear of both the Midland and CrossCountry main lines. As a consequence, most intercity services to Nottingham terminate there and the advantages of through routeing are lost.

HS2 will do little to improve Nottingham’s intercity connectivity. Rather than serve central Nottingham, HS2 will serve a parkway station located midway between Nottingham and Derby at the existing Toton marshalling yard. Toton is 9km from central Nottingham, and currently has no rail services. As yet, no credible proposals have emerged for:

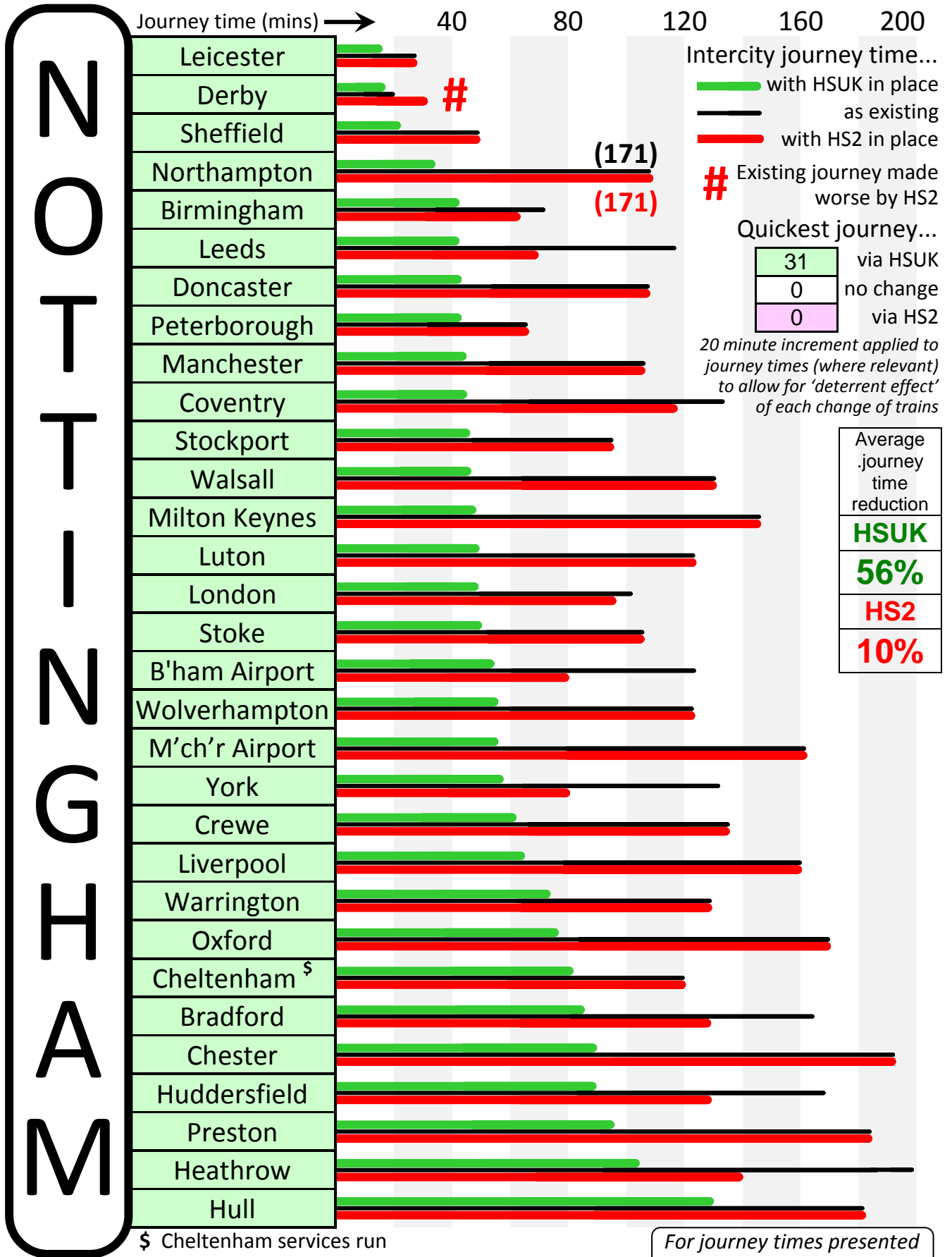
- how local services will be developed to serve Toton and provide efficient links from Toton to Nottingham (and Derby).
- how the combined Nottingham to Toton and Toton to London/Birmingham/Leeds journey can provide a superior passenger experience than direct journeys from central Nottingham to London, Birmingham and Leeds.
- how the quality and connectivity of the local rail network will be maintained, given the likely diversion of local services via Toton.

HSUK avoids all of these problems with its high speed services routed via the existing Nottingham Midland station. Nottingham’s current ‘branch line’ status will be redressed through the upgrading of the eastward route to Grantham, and the restoration of the former route from Bottesford to Newark Northgate. These two measures will allow through, rather than terminating routes to serve Nottingham, and will enable Nottingham’s intercity connectivity to be transformed with 56% journey time reductions and direct links to all UK primary cities.

HIGH SPEED UK

& HS2 LINKS TO

NOTTINGHAM

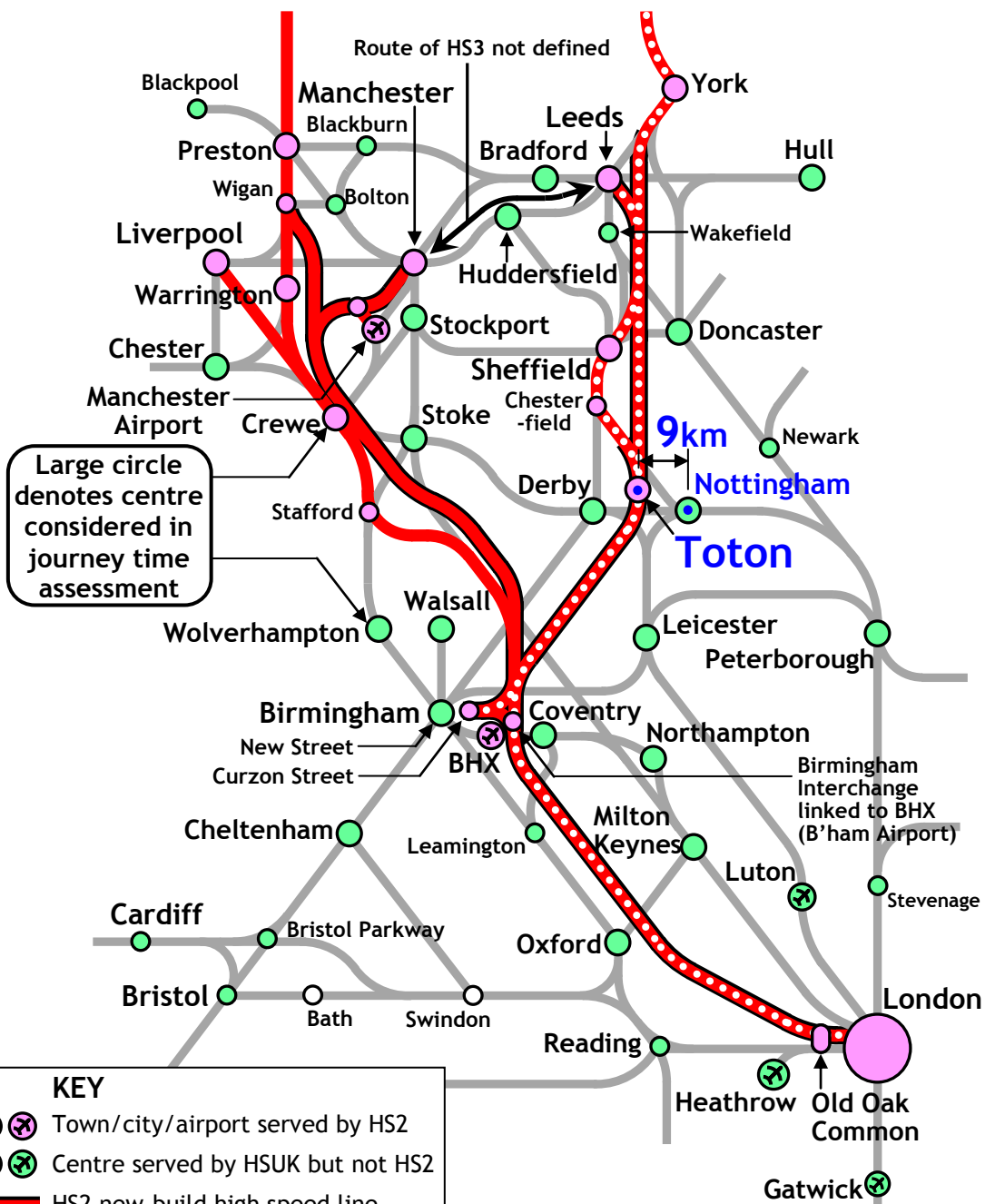


TOTON (for Nottingham)

Nottingham bypassed by HS2; limited connections available from Toton, 9km from Nottingham

HS2
Average journey time reductions:
10%
No. of cities directly linked:
0
No. of journeys made faster:
9
No. of journeys made worse:
1

↑
Connectivity statistics relate to Nottingham rather than Toton

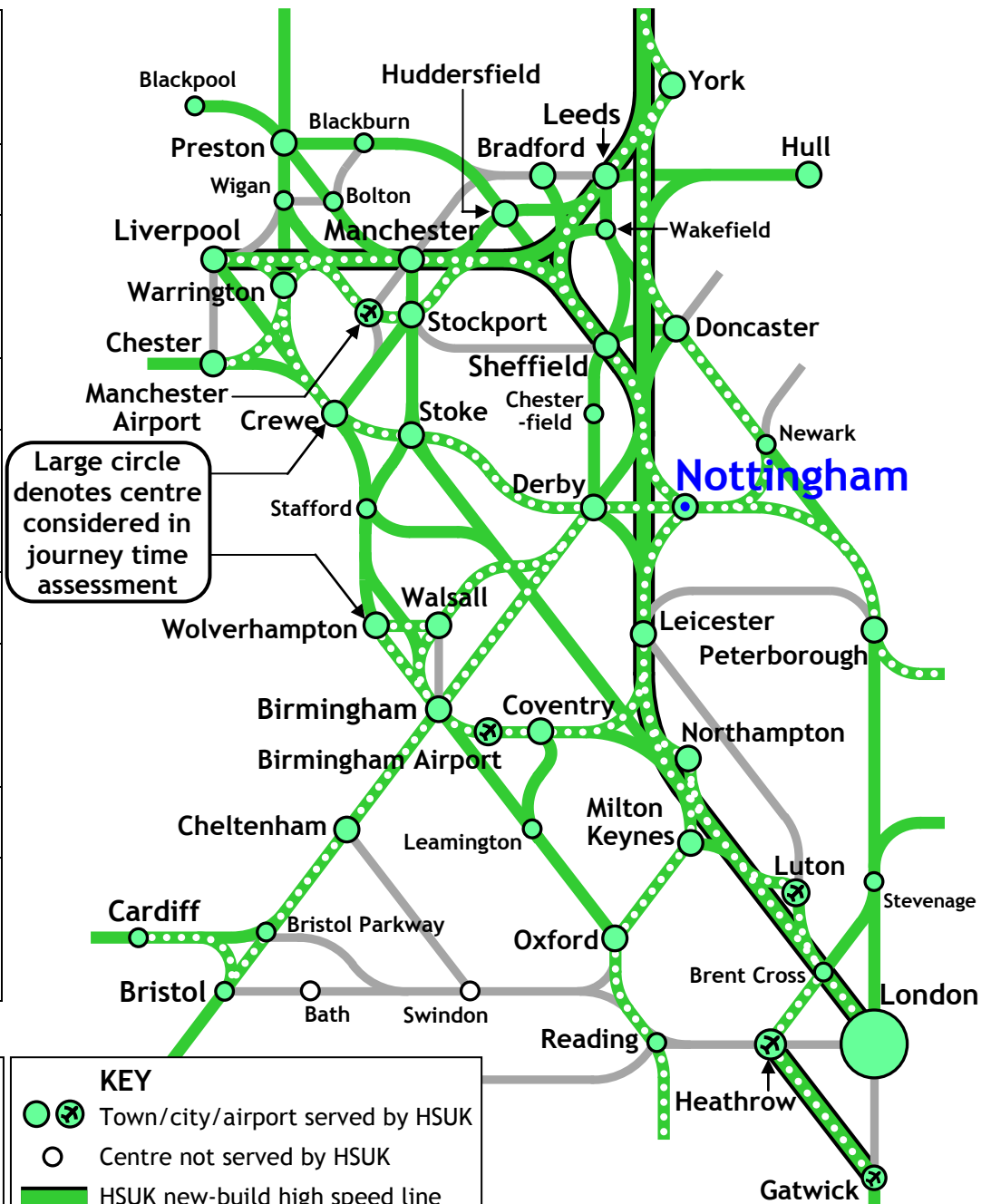


HIGH SPEED 2
ROUTES & CITIES SERVED

NOTTINGHAM

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

HSUK
Average journey time reductions:
56%
No. of cities directly linked:
27
No. of journeys made faster:
31
No. of journeys made worse:
0



Nottingham served by:
 HSUK02,05,07,14
 HSUK22,25
 HSUK73,74
 HSUK76,77,78
 HSUK93
 See Appendix A1

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HIGH SPEED UK
ROUTES & CITIES SERVED

Comparative Journey Times from Nottingham

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		
N O T T I N G H A M	Birmingham	40	72	62	40	0	72	0	42	1			
	B'ham Airport	53	123	80	53	0	103	1	50	1 ^B			
	Bradford	88	164	129	68	1	144	1	89	2			
	Cheltenham	80	120	120	80	0	120	0	120	0			
	Chester	91	192	192	91	0	152	2	152	2			
	Coventry	44	133	118	44	0	113	1	68	2 ^B			
	Crewe	59	135	135	59	0	115	1	115	1			
	Derby	15	20	20	15	0	20	0	20	0	#		
	Doncaster	40	108	108	40	0	88	1	88	1			
	Heathrow	104	219	140	104	0	179	2	100	2			
	Huddersfield	90	168	129	70	1	148	1	89	2			
	Hull	121	181	181	101	1	161	1	161	1			
	Leeds	42	118	72	42	0	118	0	52	1			
	Leicester	14	28	28	14	0	28	0	28	0			
	Liverpool	66	160	160	66	0	160	0	160	0			
	London	47	101	97	47	0	101	0	77	1 ^A			
	Luton	48	89	89	48	0	89	0	89	0			
	Manchester	45	106	106	45	0	106	0	106	0			
	M'ch'r Airport	57	161	161	57	0	141	1	141	1			
	Milton Keynes	48	146	146	48	0	126	1	126	1			
	Northampton	34	171	171	34	0	131	2	122	2 ^B			
	Oxford	77	170	170	77	0	150	1	150	1			
	Peterborough	40	66	66	40	0	66	0	66	0			
	Preston	96	184	184	76	1	164	1	164	1			
Sheffield	21	50	50	21	0	50	0	50	0				
Stockport	48	95	95	48	0	95	0	95	0				
Stoke	49	106	106	49	0	86	1	86	1				
Walsall	46	131	131	46	0	111	1	111	1				
Warrington	75	129	129	75	0	129	0	129	0				
Wolverhampton	54	122	122	54	0	102	1	102	1				
York	59	132	80	59	0	112	1	60	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.