

APPENDIX 01

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

OXFORD

*Reading, Thames Valley and
onward destinations on
South Coast*

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

Appendix 01 : Oxford	
Page 316	Introduction & key results
Page 317	Timeline of comparative journey times from Oxford
Page 318	HS2 routes from Oxford
Page 319	HSUK routes from Oxford
Page 320	Tabulated journey times from Oxford

Oxford, Reading and onward destinations on South Coast

Town/City	Oxford
Population of built-up area**	170,000
Ranking amongst UK cities**	45
Number of cities directly linked by existing rail network (out of 31)	13

References:

HSUK London-Birmingham Rail Strategy
 HSUK Oxford Network Map
All available on HSUK website
www.highspeeduk.co.uk

** https://en.wikipedia.org/wiki/List_of_urban_areas_in_the_United_Kingdom

Oxford : Intercity Connectivity with HSUK and HS2

Oxford	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	38%	22	28	0	28
HS2	2%	0	4	5	0

Oxford's location on the primary CrossCountry route from the South Coast to Birmingham gives the city good, if somewhat slow and circuitous links to most of the 31 other towns cities and airports considered in this study. The ongoing restoration of the East-West route to Milton Keynes will further improve Oxford's regional connectivity, with onward links to Northampton and (via Bedford) to Leicester, Luton and Nottingham.

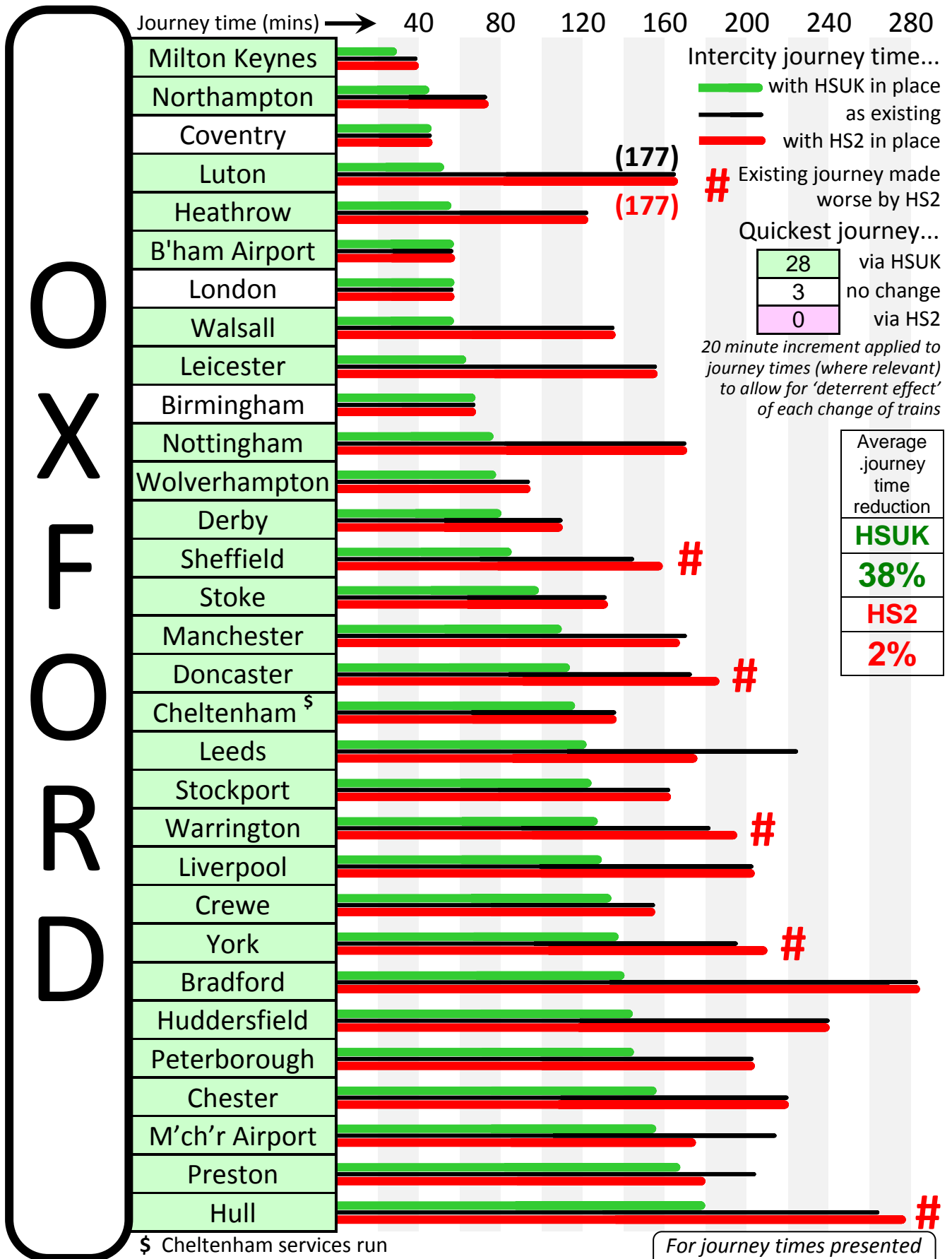
HS2 will pass through the north-east corner of Oxfordshire, only 25km from Oxford itself. However, this will bring no benefits either to the county or the city; there will be no station, either at the intersection point with the East-West route or at any other suitable location. Rather than bring benefit to Oxford, HS2 seems more likely to harm the city's wider intercity connectivity; the HS2 proposal for its own terminus station at Birmingham Curzon Street, remote from New Street and requiring a 10 minute walking transfer, will substantially degrade Oxford's links to many Northern cities.

HSUK will bring major benefits for Oxford and Oxfordshire through its higher-capacity 4-track route following the M1 corridor, and through its alternative strategy of full integration with the existing network. HSUK's greater capacity and closer alignment with the major population centres along the M1 corridor enable the opportunity created by the restoration of East-West Rail to be exploited to the full. HSUK will establish an entirely new interregional intercity route running from the South Coast, Reading and Oxford to Milton Keynes, Northampton, Leicester, Nottingham and Sheffield. From Sheffield, trains will continue both to Manchester and Liverpool, and to Leeds, York, Darlington, Newcastle, Edinburgh and Glasgow. This will not only offer greatly reduced journey times for Oxford, it will also play a major role in reducing congestion of both trains and interchanging passengers at Birmingham New Street. Oxford will also gain greatly from HSUK's Heathrow proposals, with a new through service from Oxford via Heathrow to Brent Cross and Peterborough.

HIGH SPEED UK

& HS2 LINKS TO

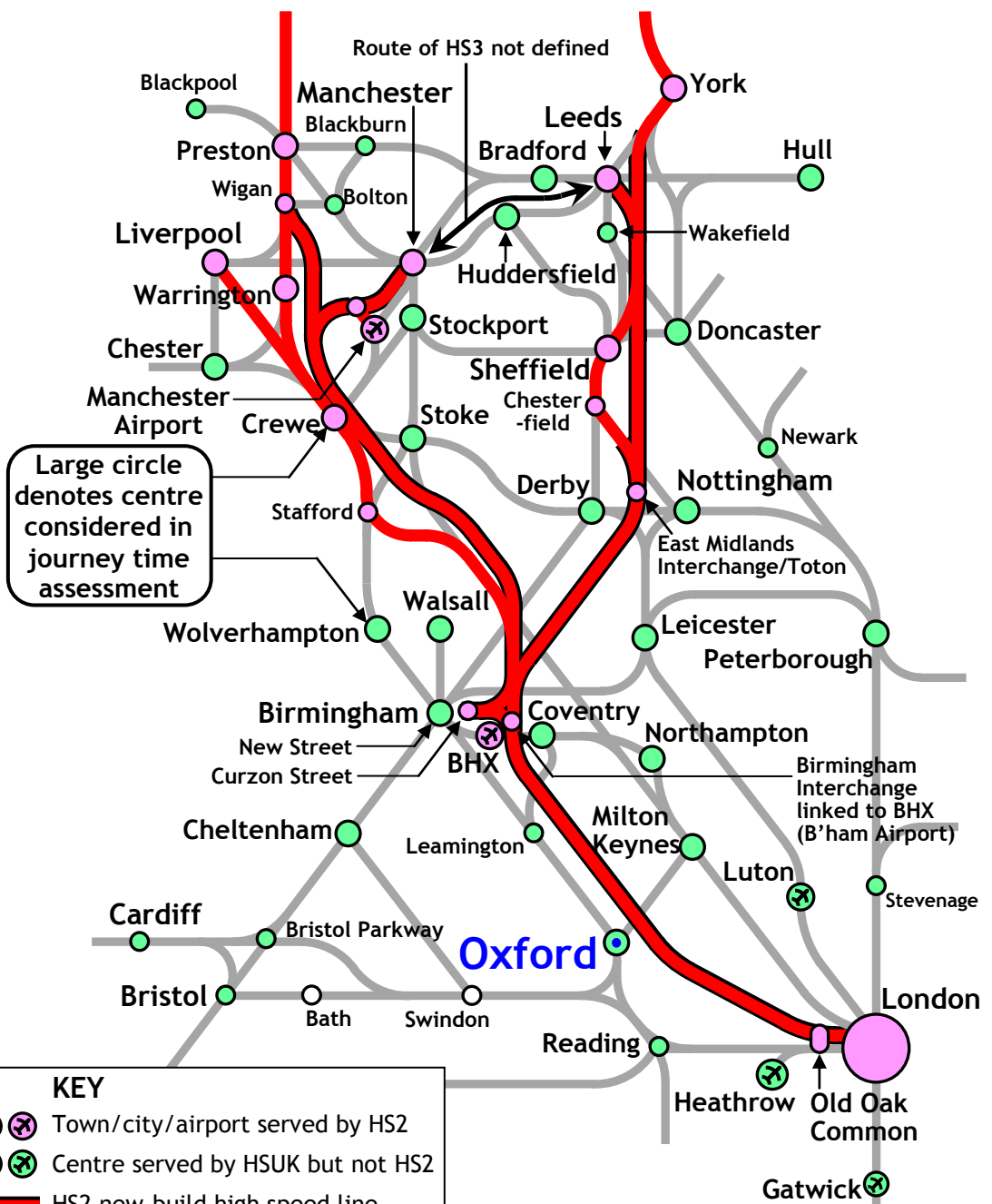
OXFORD



OXFORD

Bypassed by HS2, no benefits to Oxford and Oxfordshire but major environmental damage

HS2
Average journey time reductions:
2%
No. of cities directly linked:
0
No. of journeys made faster:
4
No. of journeys made worse:
5

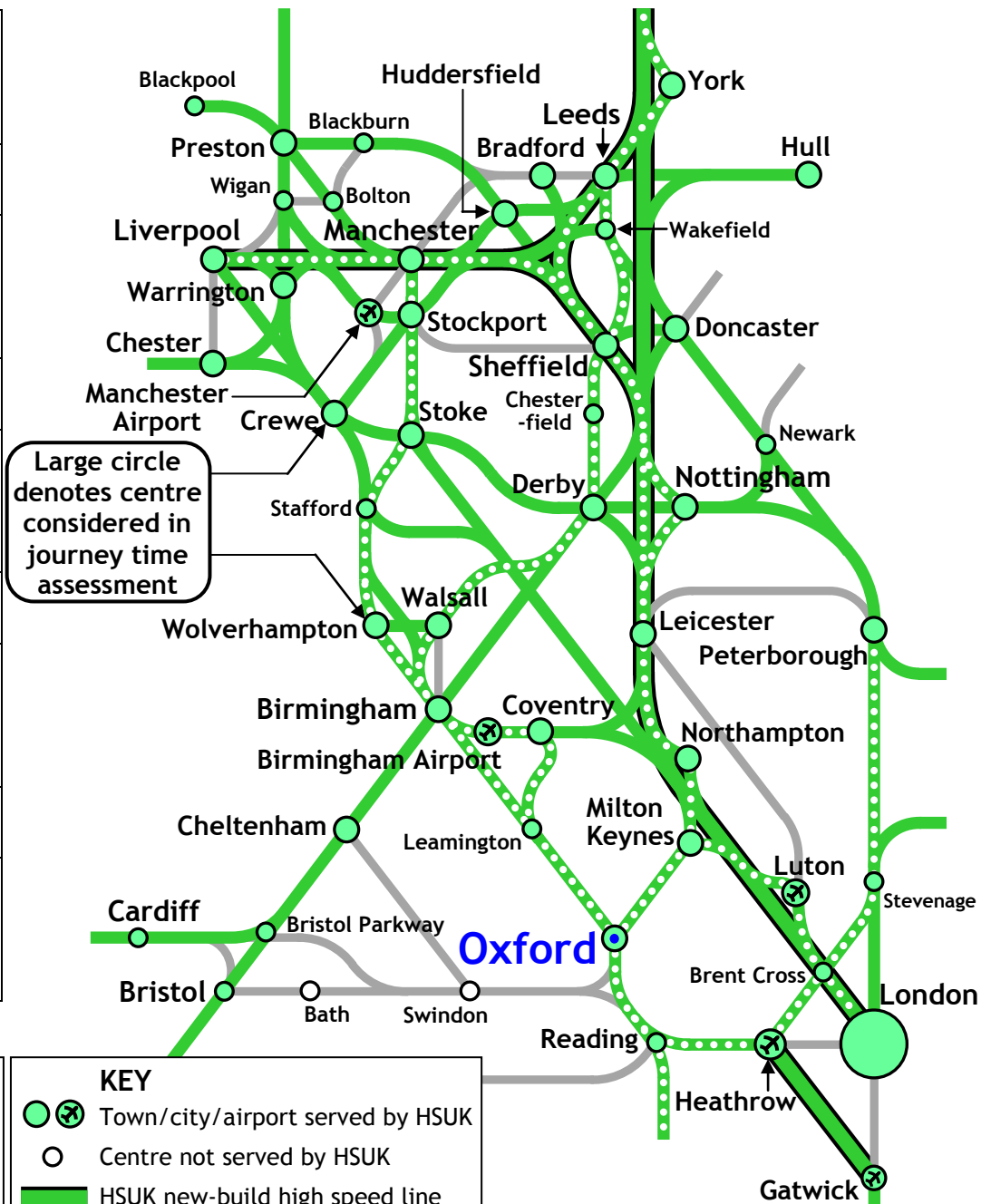


HIGH SPEED 2
ROUTES & CITIES SERVED

OXFORD

*Fully connected to national high speed network,
new links via MK to East Midlands & Yorkshire*

HSUK
Average journey time reductions:
38%
No. of cities directly linked:
22
No. of journeys made faster:
28
No. of journeys made worse:
0



Oxford served by:
 HSUK02,03
 HSUK09,11
 HSUK75
 HSUK96
 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 Oxford

HIGH SPEED UK
 ROUTES & CITIES SERVED

www.highspeeduk.co.uk

Comparative Journey Times from Oxford

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	
O X F O R D	Birmingham	67	67	67	67	0	67	0	67	0			
	B'ham Airport	57	57	57	57	0	57	0	57	0			
	Bradford	142	283	283	122	1	243	2	243	2 ^B			
	Cheltenham	117	137	137	117	0	117	1	117	1			
	Chester	152	220	220	132	1	180	2	180	2			
	Coventry	47	47	47	47	0	47	0	47	0			
	Crewe	131	155	155	111	1	135	1	135	1			
	Derby	79	110	110	79	0	110	0	110	0			
	Doncaster	112	174	174	92	1	174	0	174	0	#		
	Heathrow	54	121	121	54	0	101	1	101	1			
	Huddersfield	144	240	240	124	1	220	1	220	1			
	Hull	179	263	263	159	1	243	1	243	1	#		
	Leeds	124	224	176	124	0	204	1	146	1			
	Leicester	61	157	157	61	0	137	1	137	1			
	Liverpool	130	202	202	130	0	182	1	182	1			
	London	58	58	58	58	0	58	0	58	0			
	Luton	46	177	177	46	0	137	2	137	2			
	Manchester	110	171	167	110	0	171	0	137	1 ^B			
	M'ch'r Airport	160	214	173	140	1	194	1	133	2			
	Milton Keynes	27	38	38	27	0	38	0	38	0			
	Northampton	41	94	94	41	0	74	1	74	1			
	Nottingham	77	170	170	77	0	150	1	150	1			
	Peterborough	143	202	202	143	0	162	2	162	2			
	Preston	168	204	180	148	1	184	1	150	1 ^B			
Sheffield	85	144	144	85	0	144	0	144	0	#			
Stockport	123	161	161	123	0	161	0	161	0				
Stoke	98	131	131	98	0	131	0	131	0				
Walsall	57	135	135	57	0	115	1	115	1				
Warrington	128	181	181	108	1	161	1	161	1	#			
Wolverhampton	77	94	94	77	0	94	0	94	0				
York	142	196	196	142	0	196	0	196	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.

Birmingham International and Birmingham Interchange.