

# APPENDIX P1

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

## PETERBOROUGH

*and onward destinations in  
East Anglia*

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

<b>Appendix P1 : Peterborough</b>	
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## Peterborough and onward destinations in East Anglia

Town/City	Peterborough
Population of built-up area**	<b>160,000</b>
Ranking amongst UK cities**	<b>48</b>
Number of cities directly linked by existing rail network (out of 31)	<b>12</b>

### References:

HSUK London-Birmingham Rail Strategy  
 HSUK Peterborough 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)

## Peterborough : Intercity Connectivity with HSUK and HS2

Peterborough	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)
<b>High Speed UK</b>	<b>32%</b>	<b>14</b>	<b>26</b>	<b>0</b>	<b>27</b>
<b>HS2</b>	<b>0%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Peterborough's location at the intersection point of the north-south East Coast Main Line and the east-west routes from Stansted and Cambridge to Birmingham, and from Norwich to Liverpool, gives the city direct links to most principal UK cities. However, the east-west routes are slow and generally the road network (to which Peterborough is also well connected) offers superior journey times.

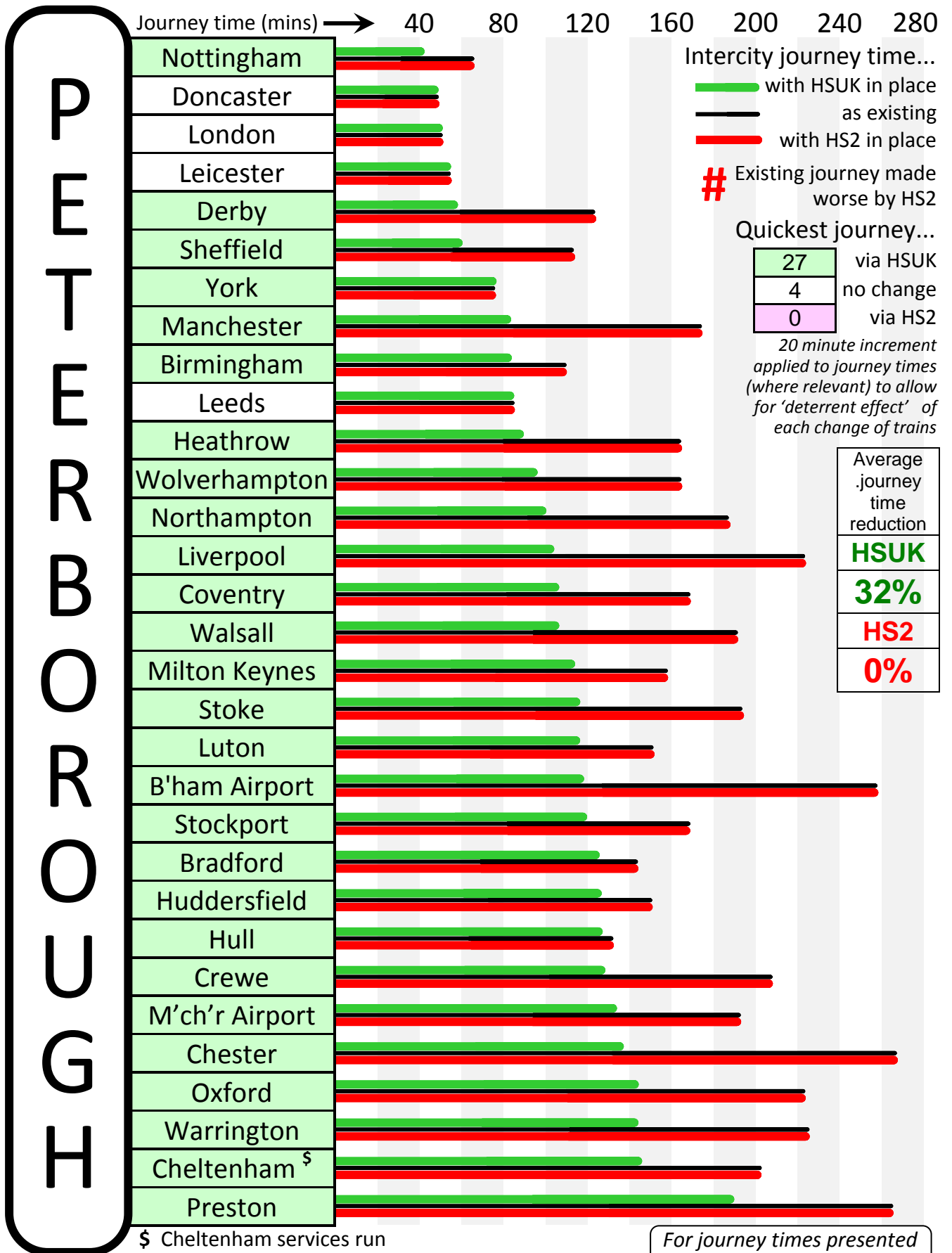
Peterborough is remote from the proposed HS2 route, and since it will remain completely reliant on the existing network for its intercity connectivity, it will not gain any direct benefit from HS2. It will also be relatively unaffected by the proposed reductions in East Coast Main Line intercity services; the services likely to be cut are the faster services that do not stop at Peterborough, while the semi-fast stopping services will generally be retained.

Peterborough is almost as remote from HSUK's M1-aligned route as it is from HS2's route, but HSUK's full integration with the existing network and its associated upgrading of crucial east-west routes enables the city to share fully in the direct benefits of the UK high speed rail project. Of particular benefit to Peterborough are the proposed upgrades of the existing Grantham-Nottingham and Derby-Birmingham route, and the construction of a new transpennine high speed line from Sheffield to Liverpool. These measures will allow huge enhancement of Peterborough's existing east-west services, with greatly accelerated journey times from Stansted Airport, Cambridge and Norwich to Nottingham, Derby, Birmingham, Sheffield, Manchester and Liverpool among many other principal UK cities.

# HIGH SPEED UK

## & HS2 LINKS TO

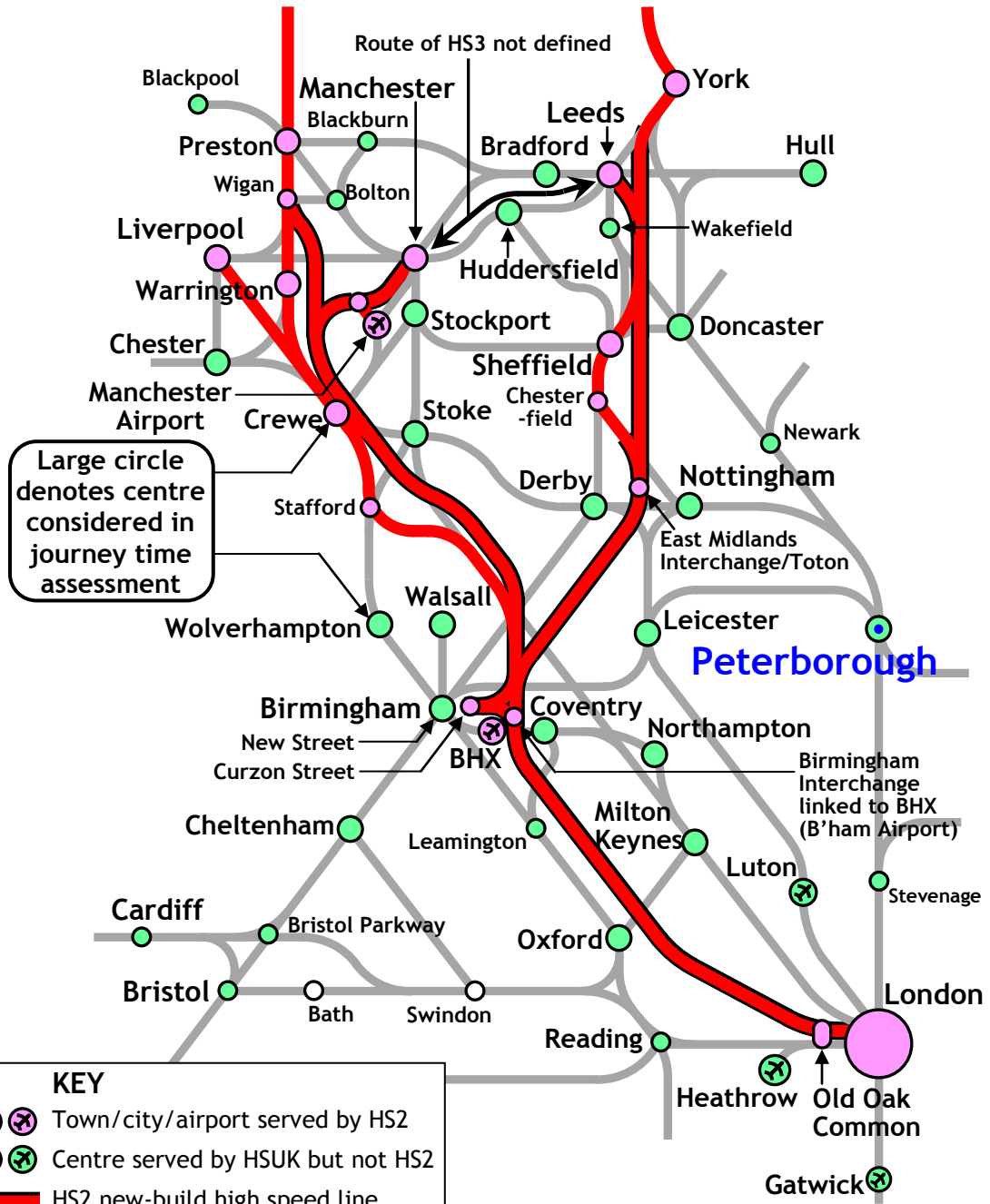
# PETERBOROUGH



# PETERBOROUGH

*Remote from HS2, few benefits for Peterborough from public investment in HS2*

<b>HS2</b>
Average journey time reductions:
<b>0%</b>
No. of cities directly linked:
<b>0</b>
No. of journeys made faster:
<b>0</b>
No. of journeys made worse:
<b>0</b>

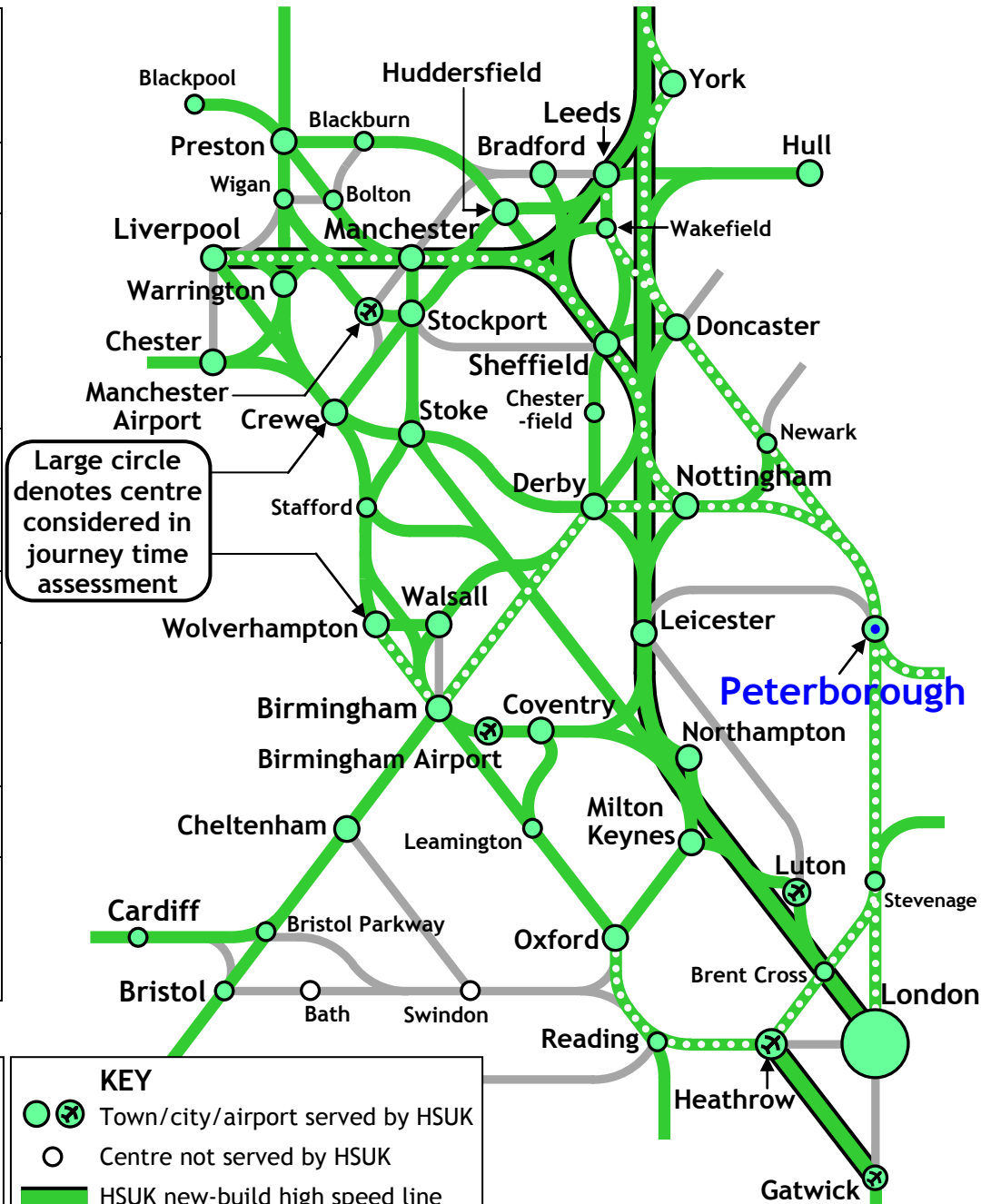


**HIGH SPEED 2**  
**ROUTES & CITIES SERVED**

# PETERBOROUGH

*Fully connected to national high speed network,  
key hub of HSUK routes to East Anglia & Stansted*

<b>HSUK</b>
Average journey time reductions:
<b>32%</b>
No. of cities directly linked:
<b>14</b>
No. of journeys made faster:
<b>26</b>
No. of journeys made worse:
<b>0</b>



Peterborough served by:  
 HSUK07  
 HSUK22  
 HSUK36,37  
 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 Peterborough

**HIGH SPEED UK**  
 ROUTES & CITIES SERVED

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

## Comparative Journey Times from Peterborough

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	
P E T E R B O R O U G H	Birmingham			82	109	109	82	0	109	0	109	0	
	B'ham Airport			120	158	158	100	1	138	1	138	1	
	Bradford			124	143	143	104	1	123	1	123	1	
	Cheltenham			163	200	200	143	1	180	1	180	1	
	Chester			135	275	275	115	1	245	2	245	1	
	Coventry			104	148	148	84	1	128	1	128	1	
	Crewe			126	208	208	106	1	188	1	188	1	
	Derby			58	122	122	58	0	102	1	102	1	
	Doncaster			51	51	51	51	0	51	0	51	0	
	Heathrow			86	165	165	86	0	125	2	125	2	
	Huddersfield			124	150	150	104	1	130	1	130	1	
	Hull			127	112	112	107	1	112	0	112	0	
	Leeds			85	85	85	85	0	85	0	85	0	
	Leicester			55	55	55	55	0	55	0	55	0	
	Liverpool			105	212	212	105	0	212	0	212	0	
	London			49	49	49	49	0	49	0	49	0	
	Luton			115	151	151	95	1	111	2	111	2	
	Manchester			84	174	174	84	0	154	1	154	1	
	M'ch'r Airport			134	192	192	114	1	172	1	172	1	
	Milton Keynes			112	159	159	92	1	119	2	119	2	
	Northampton			98	187	187	78	1	147	2	147	2	
	Nottingham			40	66	66	40	0	66	0	66	0	
	Oxford			143	202	202	143	0	162	2	162	2	
	Preston			171	245	245	151	1	225	1	225	1	
Sheffield			60	93	93	60	0	93	0	93	0		
Stockport			122	148	148	102	1	148	0	148	0		
Stoke			116	194	194	96	1	174	1	174	1		
Walsall			106	171	171	86	1	151	1	151	1		
Warrington			143	205	205	123	1	205	0	205	0		
Wolverhampton			97	165	165	97	0	145	1	145	1		
York			67	76	76	67	0	76	0	76	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.