

# APPENDIX P2

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

## PRESTON

*and onward destinations in  
Cumbria & Scotland*

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

Appendix P2 : Preston	
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## Preston and onward destinations in Cumbria & Scotland

<b>Town/City</b>	<b>Preston</b>
Population of built-up area**	<b>310,000</b>
Ranking amongst UK cities**	<b>25</b>
Number of cities directly linked by existing rail network (out of 31)	<b>15</b>

### References:

HSUK North Country Rail Strategy  
 HSUK Scottish Rail Strategy  
 HSUK Preston 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)

### Preston : Intercity Connectivity with HSUK and HS2

Preston	Average journey time reduction	Cities directly linked (out of 29)	Journeys made faster (out of 31)	Journeys made worse (out of 31)	Best performer (out of 31 journeys)
<b>High Speed UK</b>	<b>35%</b>	<b>19</b>	<b>27</b>	<b>0</b>	<b>24</b>
<b>HS2</b>	<b>12%</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>4</b>

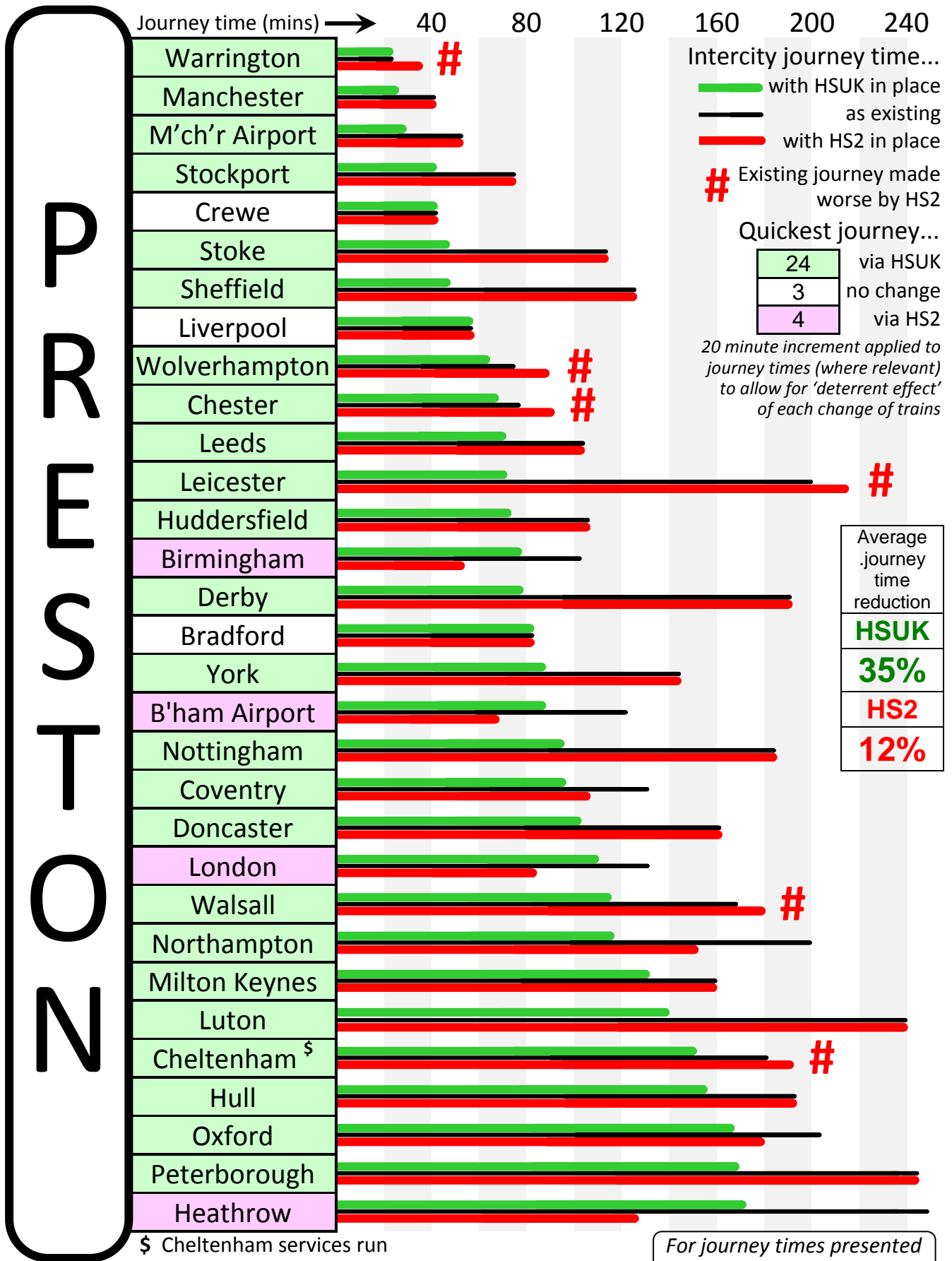
Preston is the largest population centre on the West Coast Main Line between London and Scotland, and it is located at the hub of a dense local network, with routes extending to Manchester and Manchester Airport, to Liverpool, to Blackpool and to East Lancashire and West Yorkshire. It has always enjoyed good north-south connectivity to cities located along the axis of the West Coast Main Line, but it lacks good-quality links to any major city to the east of the Pennines.

Under the HS2 proposals, Preston will continue to be a key calling point on HS2 services from Birmingham and London to Scotland. However, whilst 'headline' services might be maintained or even enhanced, Preston will still lose direct links to many Midlands cities including Wolverhampton, Coventry and Milton Keynes, and connectivity to South Wales and West Country destinations will be lost through the disconnection between HS2's Birmingham Curzon Street station and the existing station at New Street. HS2 will offer no improvement in Preston's transpennine links, and no proposals have emerged to indicate how HS3/ Northern Powerhouse routes might extend to Preston.

HSUK will maintain existing intercity service levels along the West Coast route to Cumbria and to Scotland, and journey times will be substantially reduced through the HSUK enhancements necessary to reduce congestion in both Birmingham and Manchester. HSUK will offer a new premium service from London via Leicester, Sheffield and Manchester to Bolton and Preston, and this service will extend to Blackpool. HSUK's transformation of rail links to Manchester Airport will also benefit Preston, with a new service running Blackpool-Preston-Wigan-Altrincham-Manchester Airport-Stockport-Leeds-York-Darlington-Newcastle. These two new services represent huge enhancements to Preston's transpennine connectivity, and they effectively extend the benefits of the Northern Powerhouse to the Preston and Fylde conurbations, collectively over half a million population.

# HIGH SPEED UK & HS2 LINKS TO

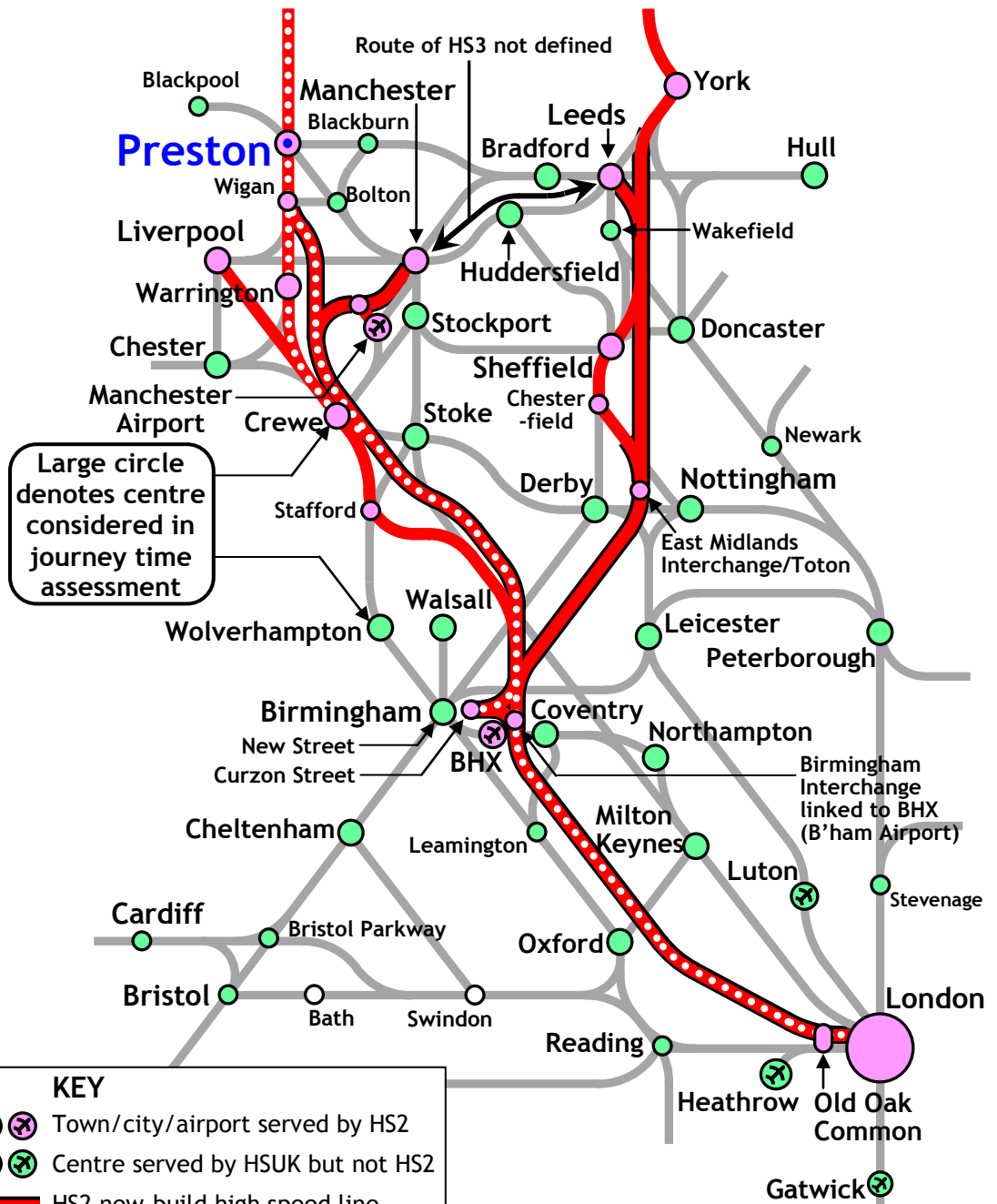
# PRESTON



# PRESTON

*HS2 links only along axis of West Coast Main Line,  
no HS2 links to Northern Powerhouse cities*

<b>HS2</b>
Average journey time reductions:
<b>12%</b>
No. of cities directly linked:
<b>5</b>
No. of journeys made faster:
<b>7</b>
No. of journeys made worse:
<b>7</b>

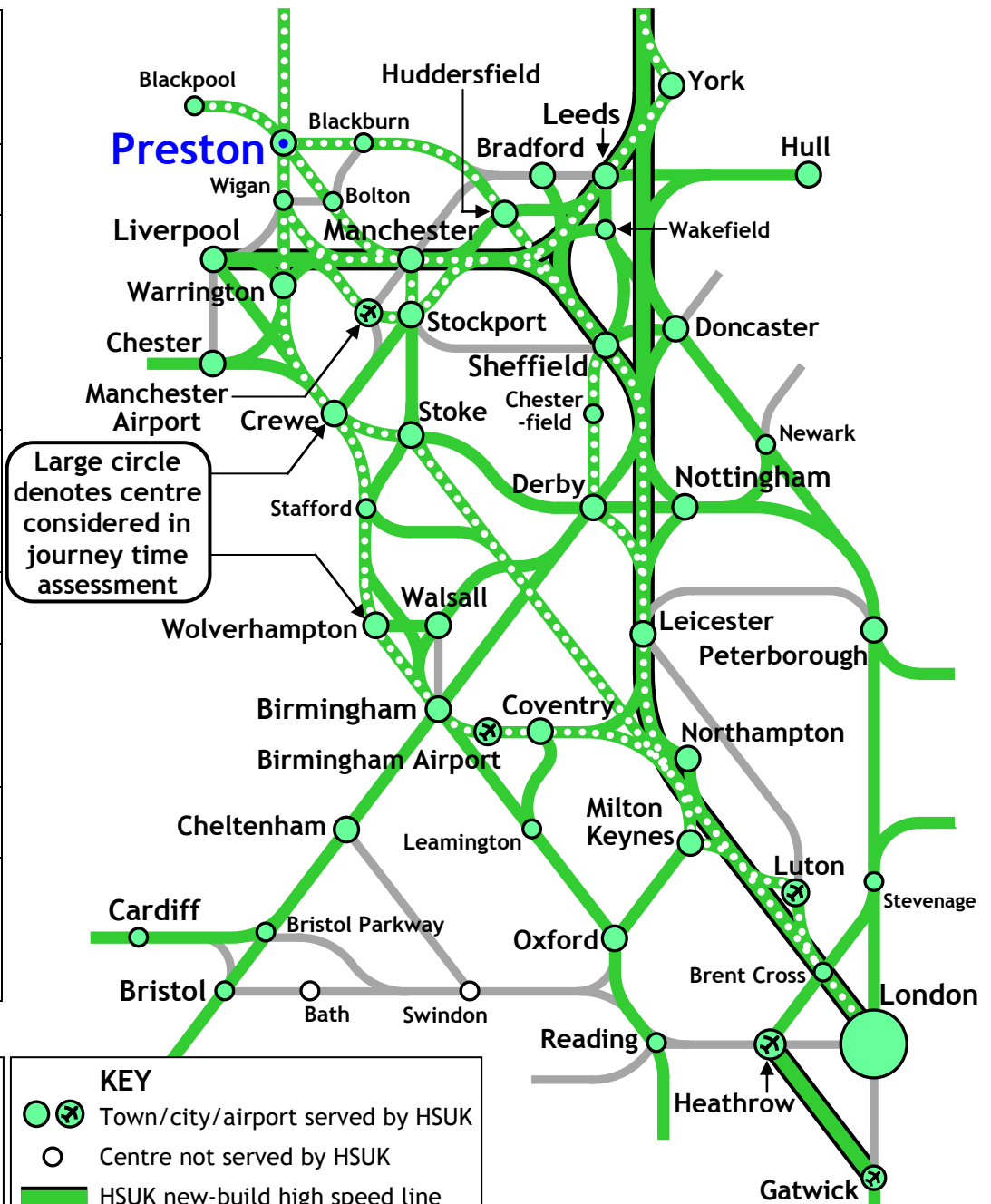


**HIGH SPEED 2**  
**ROUTES & CITIES SERVED**

# PRESTON

*Fully connected to national high speed network & integrated with Northern Powerhouse routes*

<b>HSUK</b>
Average journey time reductions:
<b>35%</b>
No. of cities directly linked:
<b>19</b>
No. of journeys made faster:
<b>27</b>
No. of journeys made worse:
<b>0</b>



Preston served by:  
 HSUK24,29  
 HSUK44,45  
 HSUK52,61  
 HSUK71  
 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 Preston

**HIGH SPEED UK**  
 ROUTES & CITIES SERVED

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

## Comparative Journey Times from Preston

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 R E S T O N	Birmingham			77	102	53	77	0	102	0	53	0	
	B'ham Airport			86	121	68	86	0	121	0	58	0 <sup>B</sup>	
	Bradford			82	82	82	82	0	82	0	82	0	
	Cheltenham			149	181	181	129	1	161	1	161	1	#
	Chester			68	78	78	48	1	58	1	58	1	#
	Coventry			95	131	106	95	0	131	0	76	1 <sup>B</sup>	
	Crewe			42	42	42	42	0	42	0	42	0	
	Derby			80	192	192	80	0	152	2	152	2	
	Doncaster			105	161	161	85	1	141	1	141	1	
	Heathrow			171	250	127	151	1	210	2	107	1	
	Huddersfield			71	106	106	71	0	86	1	86	1	
	Hull			159	193	193	139	1	173	1	173	1	
	Leeds			70	104	104	70	0	104	0	104	0	
	Leicester			74	200	200	74	0	180	1	180	1	#
	Liverpool			58	58	58	58	0	58	0	58	0	
	London			112	131	84	112	0	131	0	84	0	
	Luton			138	242	242	138	0	202	2	202	2	
	Manchester			25	41	41	25	0	41	0	41	0	
	M'ch'r Airport			30	57	57	30	0	57	0	57	0	
	Milton Keynes			133	160	160	113	1	160	0	130	1 <sup>B</sup>	#
	Northampton			120	200	152	100	1	180	1	122	1 <sup>B</sup>	
	Nottingham			96	184	184	76	1	164	1	164	1	
	Oxford			168	204	180	148	1	184	1	150	1 <sup>B</sup>	
	Peterborough			171	245	245	151	1	225	1	225	1	
Sheffield			49	126	126	49	0	106	1	106	1		
Stockport			39	74	74	39	0	74	0	74	0		
Stoke			45	114	114	45	0	94	1	94	1		
Walsall			114	169	169	94	1	149	1	149	1	#	
Warrington			23	23	23	23	0	23	0	23	0	#	
Wolverhampton			62	75	75	62	0	75	0	75	0	#	
York			87	145	145	87	0	145	0	145	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.