

APPENDIX S2

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

STOCKPORT

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

Appendix S2 : Stockport	
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Stockport

Town/City	Stockport
City Region	Greater Manchester
Population of city/borough**	280,000
Ranking amongst UK cities – N/A	(part of Gr. Manchester)
Number of cities directly linked by existing rail network (out of 31)	18

References:

HSUK North-West Rail Strategy
 HSUK Transpennine Rail Strategy
 HSUK Regional Maps 08, 09 & 10
 HSUK Stockport Network Map
All available on HSUK website
www.highspeeduk.co.uk

** https://en.wikipedia.org/wiki/Metropolitan_Borough_of_Stockport#Council

Stockport : Intercity Connectivity with HSUK and HS2

Stockport	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	45%	28	29	0	29
HS2	2%	0	1	4	0

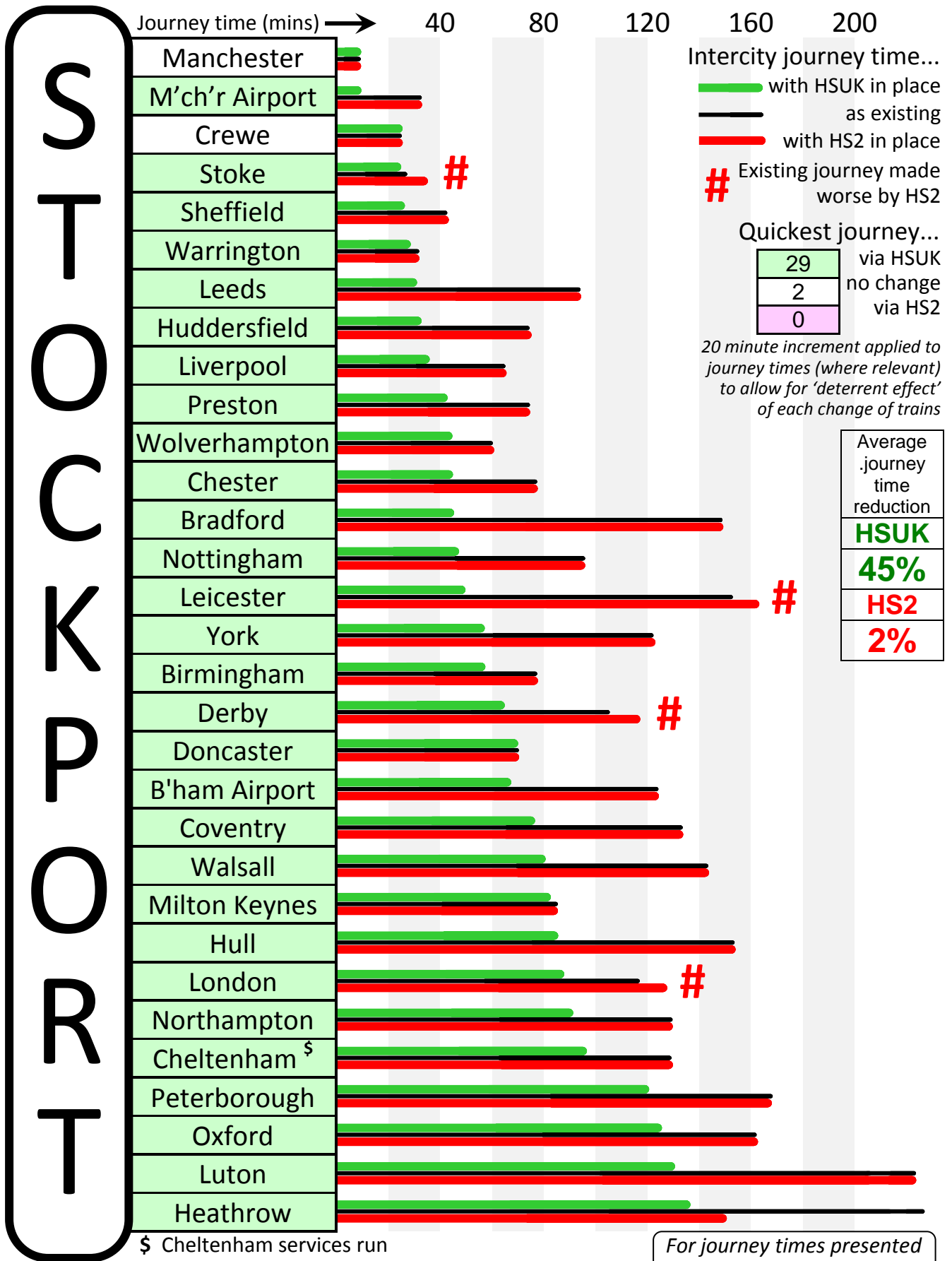
Stockport lies on the West Coast route running south from Manchester Piccadilly, and it is a primary calling point on Manchester's intercity services to London (3 trains per hour). With CrossCountry services to Birmingham and Transpennine to Sheffield, the town enjoys excellent intercity connectivity. Although the spread of Greater Manchester's urban development has entirely subsumed Stockport, the town retains a strong identity independent from that of Manchester. This is reflected in the rail network that converges upon Stockport, with routes extending to Guide Bridge and Stalybridge (and Leeds), to Sheffield, to Buxton, to Stoke, to Crewe, to Altrincham and to Manchester Piccadilly. However, the rail link to the nearby Manchester Airport does not pass through Stockport.

Under the HS2 scheme, Stockport will be left entirely bypassed. Stockport's existing intercity services to London will be reduced to a single train per hour, its only connection to HS2 will be by means of a commuting journey to Manchester Piccadilly; the proposed station at Manchester Airport is inaccessible by local rail services. With the continued lack of a direct rail link to Manchester Airport, it seems clear that the introduction of HS2 will be greatly to the detriment of Stockport.

Under HSUK proposals, Stockport will become the junction between the existing north-south intercity route and a new South Manchester Loop which will provide direct links to Manchester Airport from Leeds, Sheffield, Liverpool and most principal cities of the North. The new route will diverge from the HSUK main line at Guide Bridge, follow the existing route (suitably upgraded) to Stockport, reach Manchester Airport's existing station via a new link from the Stockport-Crewe line, and continue westwards via Altrincham to Liverpool and the West Coast Main Line. This will make Stockport a key hub of the HSUK national network, and give the town direct links to all principal cities of the Northern Powerhouse.

HIGH SPEED UK & HS2 LINKS TO

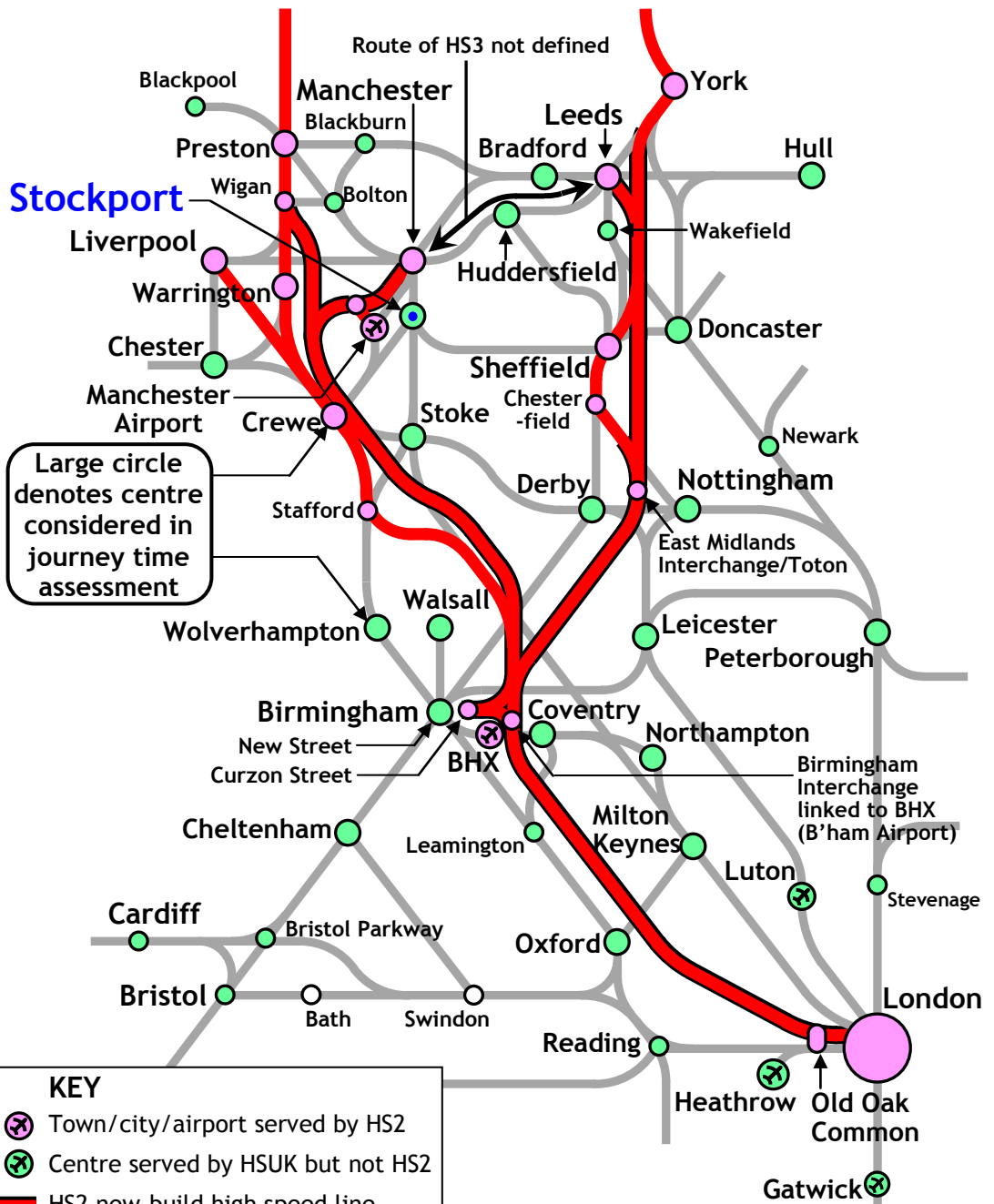
STOCKPORT



STOCKPORT

Bypassed by HS2, existing 3 train per hour service to London reduced to 1 train per hour

HS2
Average journey time reductions:
2%
No. of cities directly linked:
0
No. of journeys made faster:
1
No. of journeys made worse:
4

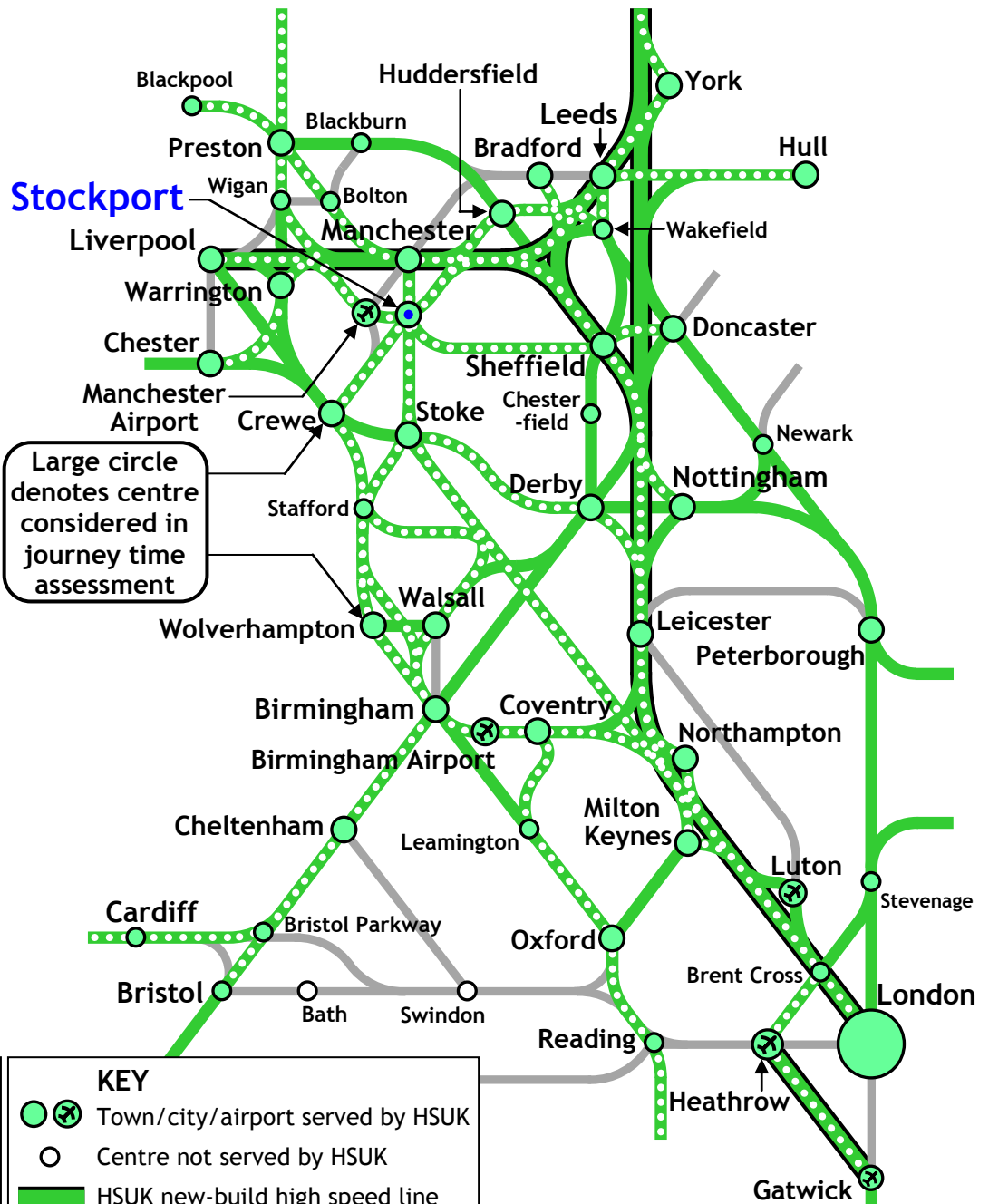


HIGH SPEED 2
ROUTES & CITIES SERVED

STOCKPORT

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

HSUK
Average journey time reductions:
45%
No. of cities directly linked:
28
No. of journeys made faster:
29
No. of journeys made worse:
0



Stockport served by:
 HSUK04, 11, 15
 HSUK24, 25, 26, 27
 HSUK28, 29
 HSUK46, 51, 53, 79
 HSUK94
 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 Stockport

www.highspeeduk.co.uk

HIGH SPEED UK
 ROUTES & CITIES SERVED

Comparative Journey Times from Stockport

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												
S T O C K P O R T	Birmingham		58	78	78	58	0	78	0	78	0		
	B'ham Airport		67	123	123	67	0	103	1	103	1		
	Bradford		43	148	148	43	0	108	2	108	2		
	Cheltenham		96	128	128	96	0	128	0	128	0		
	Chester		41	78	78	41	0	78	0	78	0		
	Coventry		76	133	133	76	0	113	1	113	1		
	Crewe		24	24	24	24	0	24	0	24	0		
	Derby		60	105	105	60	0	85	1	85	1	#	
	Doncaster		63	69	69	63	0	69	0	69	0		
	Heathrow		133	226	149	113	1	186	2	109	2		
	Huddersfield		30	74	74	30	0	54	1	54	1		
	Hull		84	154	154	84	0	134	1	134	1		
	Leeds		29	93	93	29	0	73	1	73	1		
	Leicester		50	133	133	50	0	113	1	113	1	#	
	Liverpool		34	63	63	34	0	63	0	63	0		
	London		89	118	118	89	0	118	0	118	0	#	
	Luton		128	223	223	108	1	183	2	183	2		
	Manchester		8	8	8	8	0	8	0	8	0		
	M'ch'r Airport		7	33	33	7	0	33	0	33	0		
	Milton Keynes		82	85	85	82	0	85	0	85	0		
	Northampton		93	129	129	73	1	109	1	109	1		
	Nottingham		48	95	95	48	0	95	0	95	0		
	Oxford		123	161	161	123	0	161	0	161	0		
	Peterborough		122	148	148	102	1	148	0	148	0		
Preston		39	74	74	39	0	74	0	74	0			
Sheffield		26	41	41	26	0	41	0	41	0			
Stoke		23	26	26	23	0	26	0	26	0	#		
Walsall		79	142	142	79	0	122	1	122	1			
Warrington		25	32	32	25	0	32	0	32	0			
Wolverhampton		42	60	60	42	0	60	0	60	0			
York		56	121	121	56	0	101	1	101	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.