

APPENDIX W1

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

WALSALL

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

Appendix W1 : Walsall	
Page 352	Introduction & key results
Page 353	Timeline of comparative journey times from Walsall
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Page 355	HSUK routes from Walsall
Page 356	Tabulated journey times from Walsall

Walsall

Town/City	Walsall
City Region	West Midlands
Population of city/borough**	270,000
Ranking amongst UK cities – N/A	(part of W.Midlands)
Number of cities directly linked by existing rail network (out of 31)	2

References:

HSUK West Midlands Rail Strategy
 HSUK Regional Maps 04 & 06
 HSUK Walsall Network Map
All available on HSUK website
www.highspeeduk.co.uk

** <https://en.wikipedia.org/wiki/Walsall>

Walsall : Intercity Connectivity with HSUK and HS2

Walsall	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	59%	18	31	0	31
HS2	0%	0	0	10	0

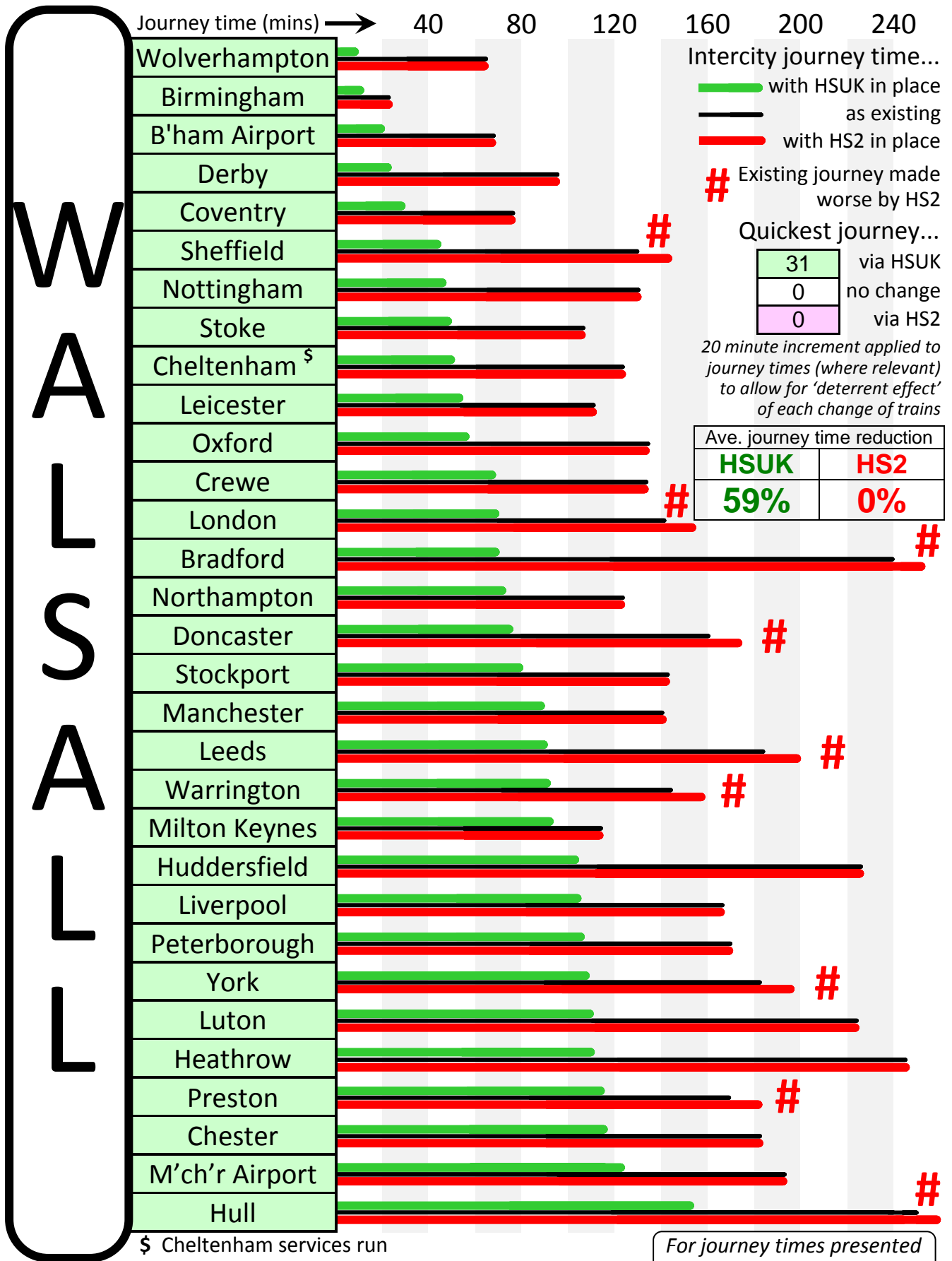
Walsall was once located at the hub of a dense network of former Great Western, Midland and London North-Western routes that extended across the West Midlands. Yet in recent years this network has retrenched to the extent that Walsall is served only by local trains running north from Birmingham ultimately to reach Rugeley in the Trent Valley. The entire Borough of Walsall is thus reliant for its intercity connectivity on a change of trains at Birmingham New Street. This compares very poorly with similar-sized communities such as Wolverhampton or Derby.

With HS2 providing direct services from Birmingham to 6 of the 31 centres considered in this study, it would do very little to improve Walsall's current low level of intercity connectivity. However, with HS2 serving Birmingham Curzon Street, accessible from New Street only by a 10 minute walking transfer, it is fair to state that HS2 will do nothing to enhance Walsall's intercity links. Instead Curzon Street's disconnection coupled with the proposed reduction in intercity services along existing routes will do much to worsen Walsall's overall connectivity.

Walsall will benefit hugely from HSUK's alternative strategy, to enhance existing radial routes into Birmingham New Street, thus greatly increasing capacity and maintaining New Street's status as regional and national network hub. For the north-westward corridor towards Wolverhampton and (ultimately) Manchester and Liverpool a new line from Soho Junction (3km north-west of New Street) to reach the former 'Grand Junction' route at Tame Bridge will create greatly increased capacity and offer significantly reduced journey times from which Walsall will also benefit. Restoration of the former route to Lichfield will place Walsall on a new intercity route between West and East Midlands that will do much to reduce capacity pressures on existing routes. It will also allow the creation of a 'Midlands Ring' of routes linking Wolverhampton, Walsall, Derby, Nottingham, Leicester, Coventry and Birmingham.

HIGH SPEED UK & HS2 LINKS TO

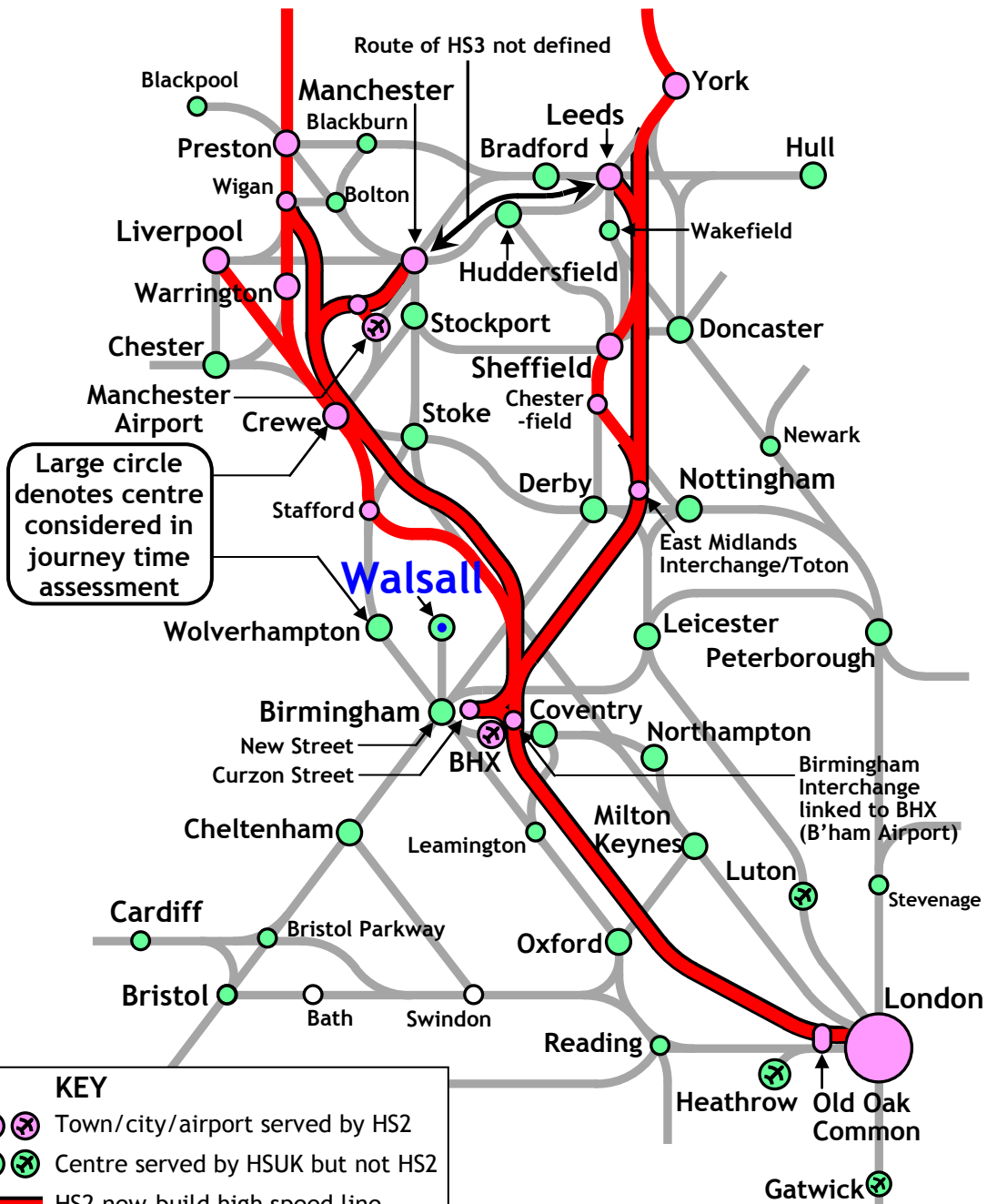
WALSALL



WALSALL

No link to HS2, walking connection in Birmingham required, existing services made worse

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



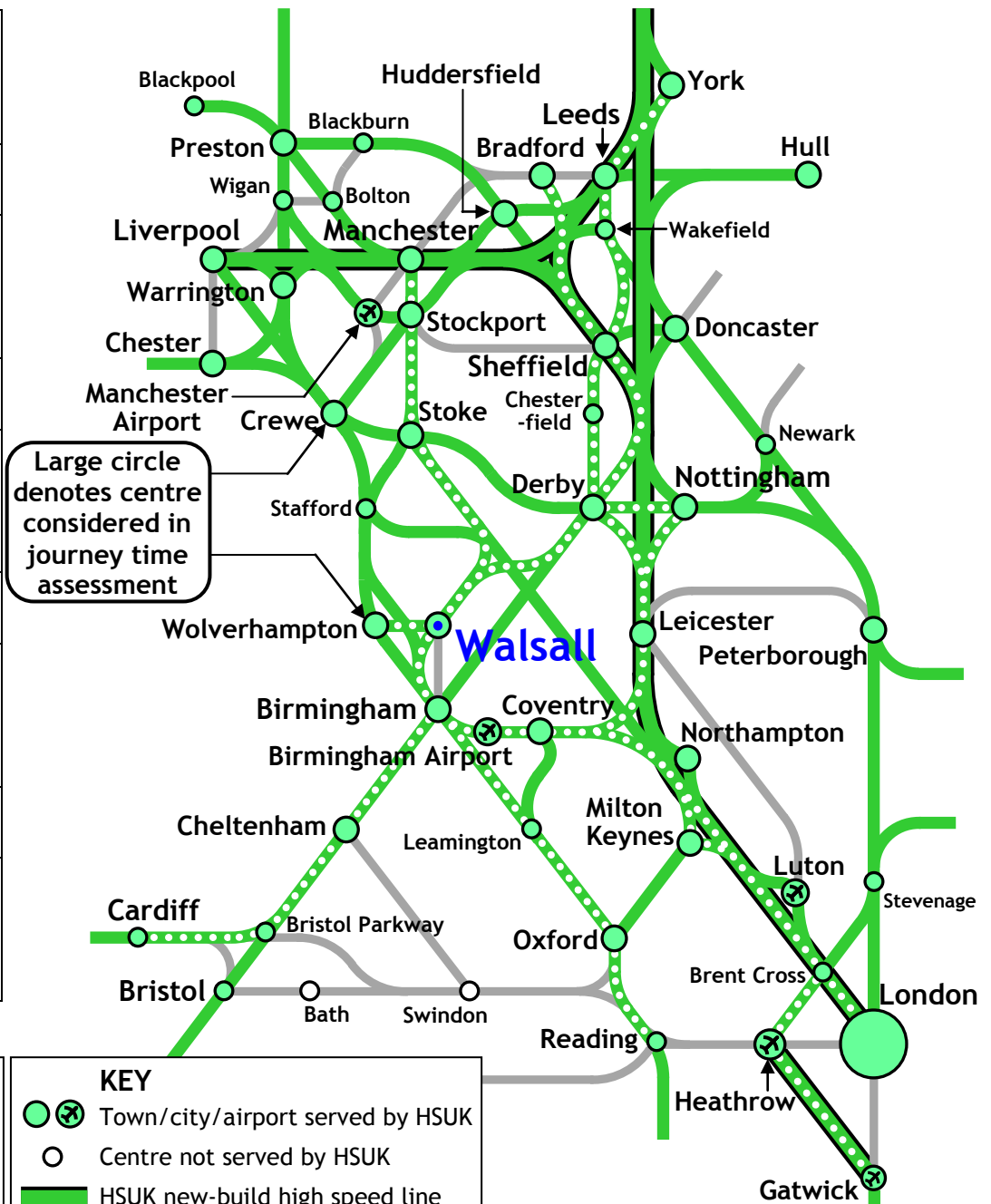
KEY	
	Town/city/airport served by HS2
	Centre served by HSUK but not HS2
	HS2 new-build high speed line
	HS2 services on existing line
	No HS2 services from Walsall

HIGH SPEED 2
ROUTES & CITIES SERVED

WALSALL

Transformed national and local connectivity, new 'Midlands Ring' linking all principal Midlands cities

HSUK
Average journey time reductions:
59%
No. of cities directly linked:
18
No. of journeys made faster:
31
No. of journeys made worse:
0



Walsall served by:
 HSUK08,09
 HSUK15
 HSUK63
 HSUK76,77,78
 HSUK94
 See Appendix A1

KEY	
● (with train icon)	Town/city/airport served by HSUK
○	Centre not served by HSUK
— (thick green line)	HSUK new-build high speed line
— (thin green line)	HSUK services on existing line
— (dotted green line)	HSUK services from Walsall

HIGH SPEED UK
 ROUTES & CITIES SERVED

www.highspeeduk.co.uk

Comparative Journey Times from Walsall

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		
WALSALL	Birmingham	10	22	22	10	0	22	0	22	0			
	B'ham Airport	19	68	68	19	0	48	1	48	1			
	Bradford	72	240	240	72	0	200	2	200	2	#		
	Cheltenham	50	103	103	50	0	83	1	83	1			
	Chester	118	182	182	98	1	142	2	142	2			
	Coventry	28	78	78	28	0	58	1	58	1			
	Crewe	67	114	114	47	1	94	1	94	1			
	Derby	21	96	96	21	0	76	1	76	1			
	Doncaster	93	160	160	73	1	140	1	140	1	#		
	Heathrow	109	252	252	109	0	192	3	192	3	#		
	Huddersfield	105	227	227	85	1	187	2	187	2			
	Hull	155	251	251	135	1	211	2	211	2	#		
	Leeds	69	184	184	69	0	164	1	164	1	#		
	Leicester	55	112	112	55	0	92	1	92	1			
	Liverpool	105	167	167	85	1	147	1	147	1			
	London	69	141	141	69	0	121	1	121	1	#		
	Luton	108	225	225	88	1	185	2	185	2			
	Manchester	88	150	150	88	0	130	1	130	1			
	M'ch'r Airport	122	194	194	102	1	154	2	154	2			
	Milton Keynes	92	114	114	72	1	94	1	94	1			
	Northampton	71	124	124	51	1	104	1	104	1			
	Nottingham	46	131	131	46	0	111	1	111	1			
	Oxford	57	135	135	57	0	115	1	115	1			
	Peterborough	106	171	171	86	1	151	1	151	1			
Preston	114	169	169	94	1	149	1	149	1	#			
Sheffield	43	130	130	43	0	110	1	110	1	#			
Stockport	79	142	142	79	0	122	1	122	1				
Stoke	48	106	106	48	0	86	1	86	1				
Warrington	90	145	145	70	1	125	1	125	1	#			
Wolverhampton	7	64	64	7	0	64	0	64	0				
York	86	182	182	86	0	162	1	162	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.