

# APPENDIX W2

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

## WARRINGTON

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

<b>Appendix W2 : Warrington</b>	
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# Warrington

<b>Town/City</b>	<b>Warrington</b>
Population of built-up area**	<b>170,000</b>
Ranking amongst UK cities**	<b>46</b>
Number of cities directly linked by existing rail network (out of 31)	<b>19</b>

## References:

HSUK North-West Rail Strategy  
 HSUK Regional Maps 08 & 09  
 HSUK Warrington 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)

## Warrington : Intercity Connectivity with HSUK and HS2

Warrington	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)
<b>High Speed UK</b>	<b>43%</b>	<b>24</b>	<b>29</b>	<b>0</b>	<b>28</b>
<b>HS2</b>	<b>4%</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>2</b>

Warrington's location on both the West Coast Main Line and the southern TransPennine route from Liverpool to Manchester gives the town good intercity connectivity in terms of numbers of cities linked. However, the quality of this connectivity, both for Warrington and the wider North-West region, is greatly compromised by the 2 separate stations that serve the town. Bank Quay on the north-south WCML and Central on the east-west TransPennine route are over a kilometre apart, and there is no practical prospect of linking the 2 stations.

Although Warrington will be served by HS2 trains from London via Crewe to Preston, it will be bypassed by longer-distance services to Scotland from both Birmingham and London. With proposed reductions to existing intercity services, Warrington will see its present intercity connectivity greatly reduced. Under forthcoming 'HS3' proposals to link Liverpool and Manchester, it is likely that Warrington will again be bypassed.

HSUK's alternative routing strategies will entirely avoid these problems. Whilst the HSUK trunk route from Manchester to Liverpool will bypass Warrington to the north side, connections to the West Coast Main Line will permit a large range of intercity services to intersect at Warrington Bank Quay in addition to current north-south WCML services:

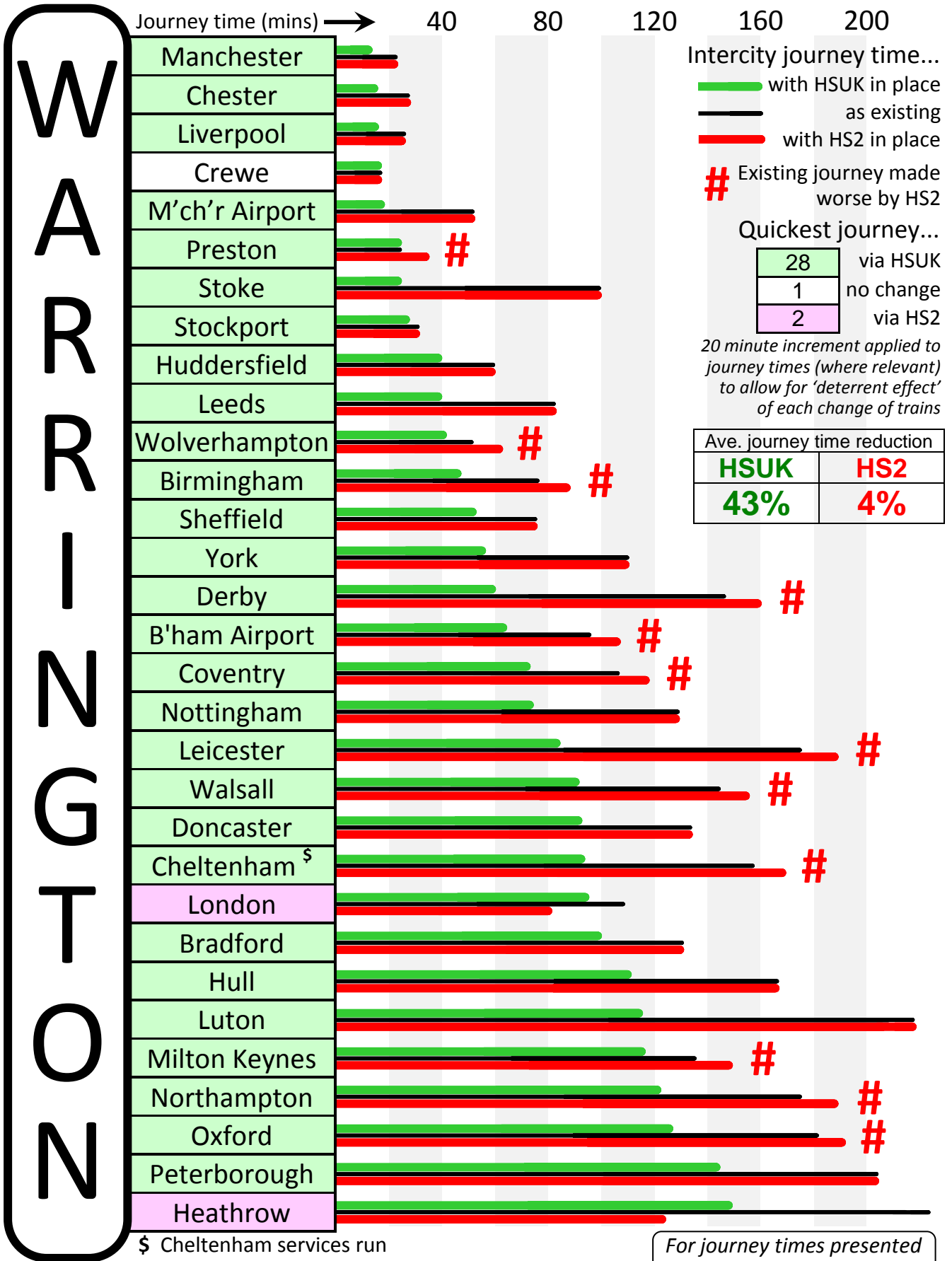
- Chester-Warrington-Manchester-Leeds-York-Darlington-Newcastle
- West Midlands-Crewe-Warrington-Manchester-Huddersfield-Leeds-Hull
- West Country-West Midlands-Warrington-Liverpool
- Nottingham-Derby-Stoke-Crewe-Warrington-Liverpool
- Chester-Warrington-Manchester Airport-Stockport-Sheffield-Nottingham

The HSUK strategy allows all of Warrington's intercity services to be concentrated at Warrington Bank Quay. This will free up extra capacity on the Warrington Central line for enhanced local services to Liverpool and Manchester.

# HIGH SPEED UK

## & HS2 LINKS TO

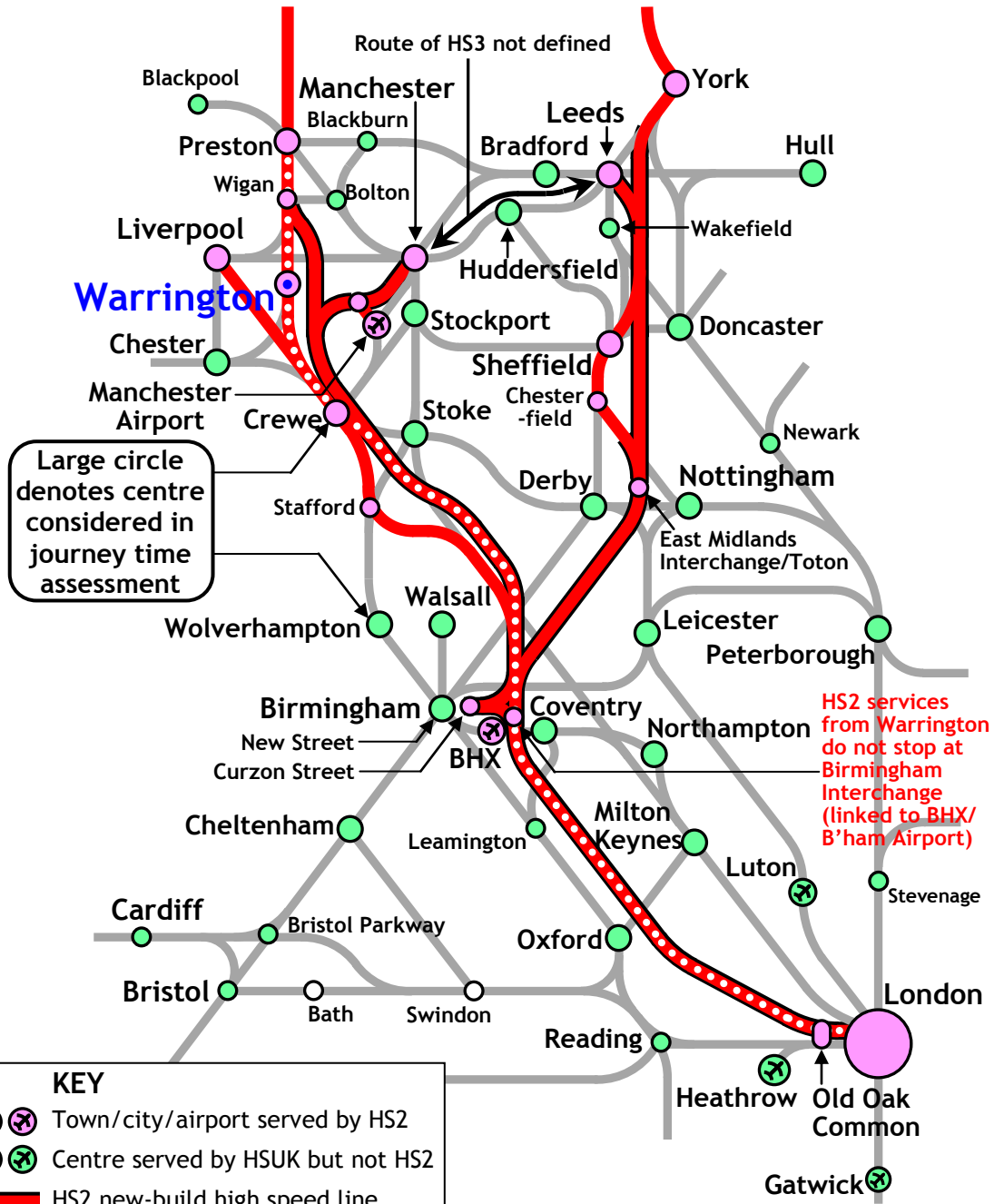
# WARRINGTON



# WARRINGTON

*HS2 links only to Crewe & London, existing services made worse, no Northern Powerhouse connection*

<b>HS2</b>
Average journey time reductions:
<b>4%</b>
No. of cities directly linked:
<b>3</b>
No. of journeys made faster:
<b>2</b>
No. of journeys made worse:
<b>12</b>



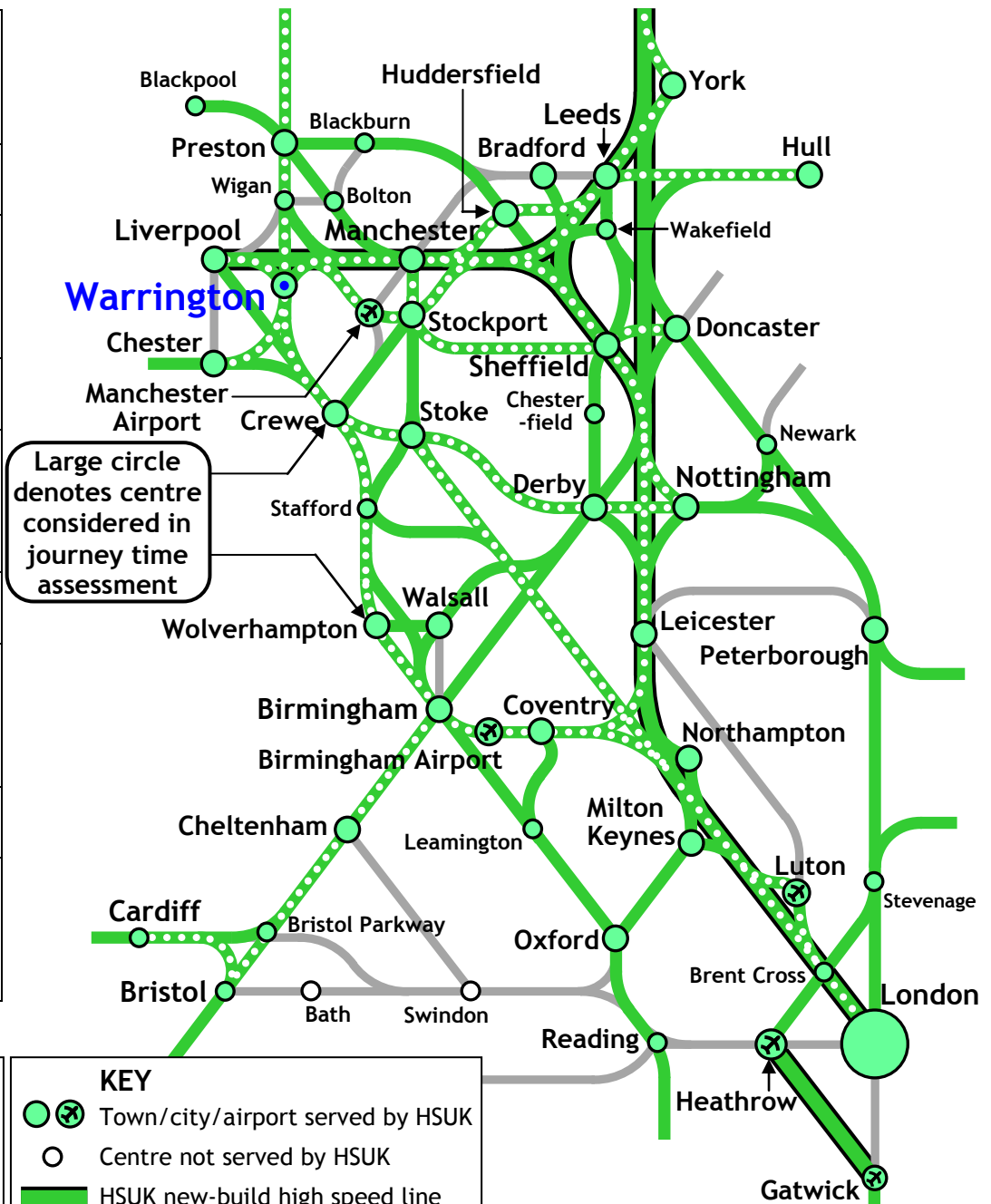
KEY	
	Town/city/airport served by HS2
	Centre served by HSUK but not HS2
	HS2 new-build high speed line
	HS2 services on existing line
	HS2 services from Warrington

## HIGH SPEED 2 ROUTES & CITIES SERVED

# WARRINGTON

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

<b>HSUK</b>
Average journey time reductions:
<b>43%</b>
No. of cities directly linked:
<b>24</b>
No. of journeys made faster:
<b>29</b>
No. of journeys made worse:
<b>0</b>



Warrington served by:  
 HSUK06, 13, 14  
 HSUK23, 25, 27  
 HSUK52  
 HSUK61  
 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 Warrington

**HIGH SPEED UK**  
 ROUTES & CITIES SERVED

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

## Comparative Journey Times from Warrington

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	Journey time	No of changes		
WARRINGTON	Birmingham	48	78	78	48	0	78	0	78	0	#			
	B'ham Airport	63	97	97	63	0	97	0	97	0	#			
	Bradford	98	131	131	78	1	111	1	111	1				
	Cheltenham	92	159	159	92	0	139	1	139	1	#			
	Chester	14	28	28	14	0	28	0	28	0				
	Coventry	72	107	107	72	0	107	0	107	0	#			
	Crewe	15	15	15	15	0	15	0	15	0				
	Derby	58	147	147	58	0	127	1	127	1	#			
	Doncaster	92	134	134	92	0	114	1	114	1				
	Heathrow	148	227	124	128	1	187	2	104	1				
	Huddersfield	39	60	60	39	0	60	0	60	0				
	Hull	111	167	167	111	0	147	1	147	1				
	Leeds	39	82	82	39	0	82	0	82	0				
	Leicester	82	176	176	62	1	156	1	156	1	#			
	Liverpool	14	26	26	14	0	26	0	26	0				
	London	95	109	81	95	0	109	0	81	0				
	Luton	115	219	219	115	0	179	2	179	2				
	Manchester	11	23	23	11	0	23	0	23	0				
	M'ch'r Airport	16	51	51	16	0	51	0	51	0				
	Milton Keynes	116	136	136	96	1	136	0	136	0	#			
	Northampton	122	176	176	102	1	156	1	156	1	#			
	Nottingham	75	129	129	75	0	129	0	129	0				
	Oxford	128	181	181	108	1	161	1	161	1	#			
	Peterborough	143	205	205	123	1	205	0	205	0				
Preston	21	21	21	21	0	21	0	21	0	#				
Sheffield	52	76	76	52	0	76	0	76	0					
Stockport	25	32	32	25	0	32	0	32	0					
Stoke	22	100	100	22	0	80	1	80	1	#				
Walsall	90	145	145	70	1	125	1	125	1					
Wolverhampton	39	52	52	39	0	52	0	52	0	#				
York	56	110	110	56	0	110	0	110	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.