

# APPENDIX W3

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

## WOLVERHAMPTON

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

<b>Appendix W3 : Wolverhampton</b>	
Page 364	Introduction & key results
Page 365	Timeline of comparative journey times from Wolverhampton
Page 366	HS2 routes from Wolverhampton
Page 367	HSUK routes from Wolverhampton
Page 368	Tabulated journey times from Wolverhampton

# Wolverhampton

<b>Town/City</b>	<b>Wolverhampton</b>
City Region	West Midlands
Population of city/borough**	<b>250,000</b>
Ranking amongst UK cities – N/A	(part of W.Midlands)
Number of cities directly linked by existing rail network (out of 31)	<b>15</b>

## References:

HSUK West Midlands Rail Strategy  
 HSUK Regional Maps 04 & 06  
 HSUK Wolverhampton Network Map  
*All available on HSUK website*  
[www.highspeeduk.co.uk](http://www.highspeeduk.co.uk)

\*\* <https://en.wikipedia.org/wiki/Wolverhampton>

## Wolverhampton : Intercity Connectivity with HSUK and HS2

Wolverhampton	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>47%</b>	<b>27</b>	<b>31</b>	<b>0</b>	<b>31</b>
<b>HS2</b>	<b>2%</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>0</b>

Wolverhampton's location on the main north-westward intercity route from the West Midlands gives the city good links to all principal cities along the corridor of the West Coast Main Line, both north-west and south-east of Birmingham. However, for journeys to East Midlands, Yorkshire and North-East destinations, Wolverhampton lacks the necessary direct links; instead, it is necessary to travel along the congested local route into Birmingham New Street before changing trains there.

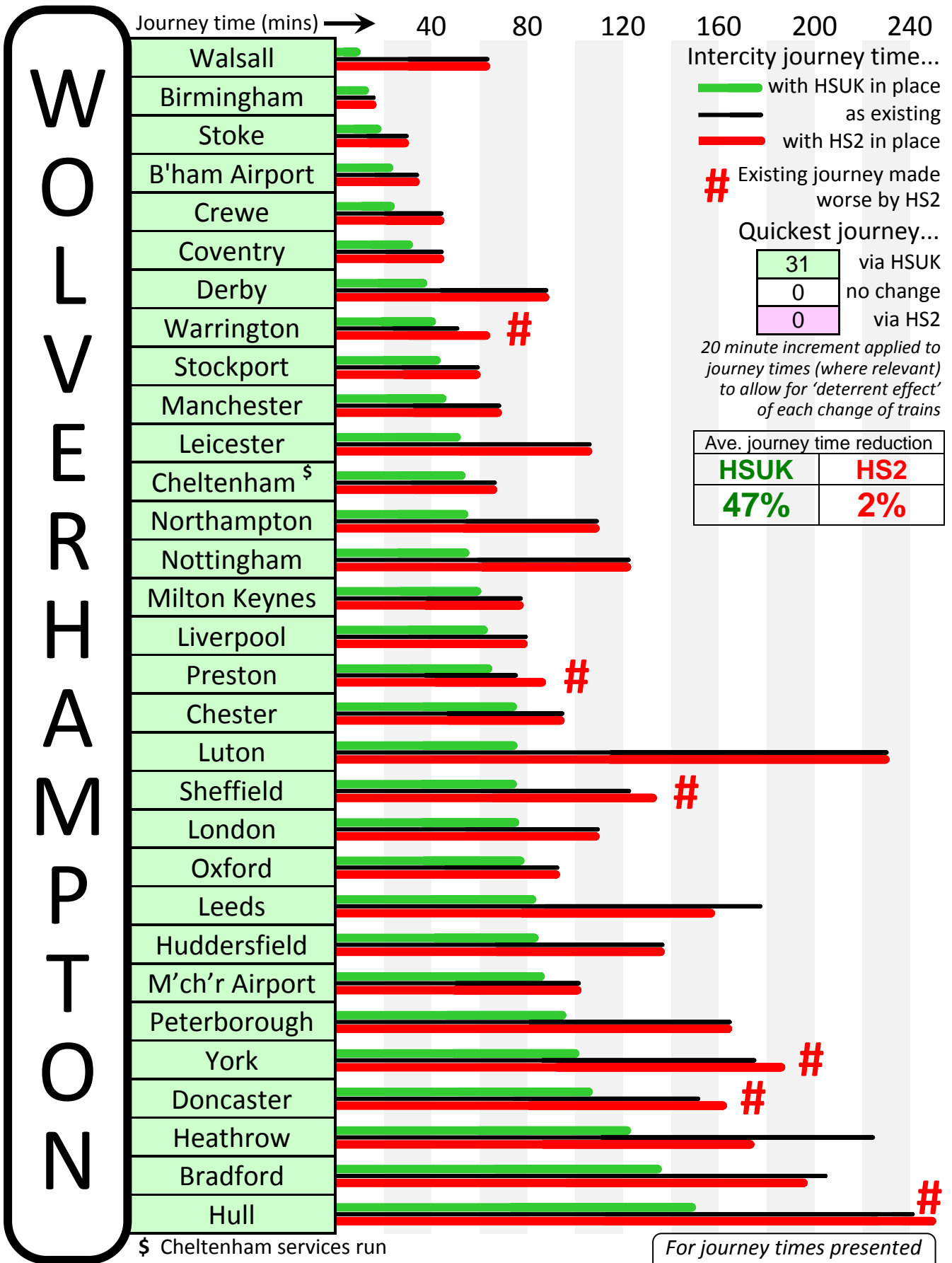
HS2 will do little to improve Wolverhampton's connectivity, and instead will do much to make it worse. With HS2's northward route from Birmingham bypassing Wolverhampton, and with intercity services on existing routes reduced, the city will lose its direct services to Warrington and Preston, and onwards to Scotland. Its services to Stoke and Manchester will see none of HS2's journey time improvements on its direct routes from Birmingham to Manchester and Preston. Journeys to East Midlands, Yorkshire and North-East destinations will be degraded through the walking transfer between Birmingham New Street and the new HS2 terminus at Curzon Street. Moreover HS2 will do nothing to relieve congestion on the existing network of 2-track lines focussed upon New Street.

The fully integrated HSUK addresses all of these problems, offering direct connections from Wolverhampton to most UK cities and 47% average journey time reductions.

- Construction of new line from Soho Junction to Tame Bridge creates faster, higher-capacity intercity route from New Street serving both Wolverhampton and Walsall.
- Extra capacity of new and 4-tracked routes creates sufficient capacity at New Street to accommodate local and national intercity services with no need for new station.
- New HSUK links in East and West Midlands will enable a new 'Midlands Ring' linking Wolverhampton to Walsall, Derby, Nottingham, Leicester, Coventry and Birmingham.

# HIGH SPEED UK

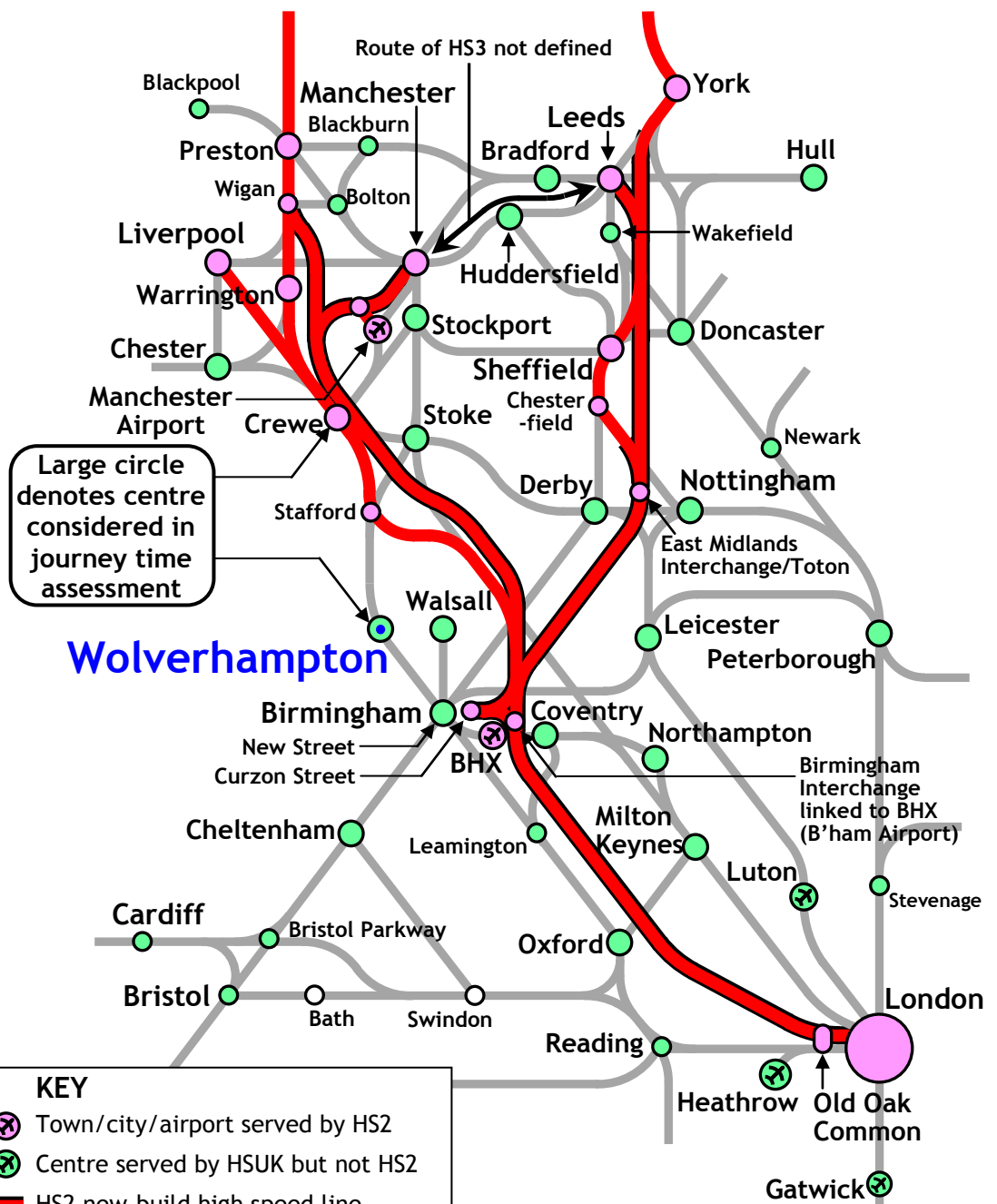
## & HS2 LINKS TO WOLVERHAMPTON



# WOLVERHAMPTON

*Bypassed by HS2, no useful connection to HS2, existing services made worse*

<b>HS2</b>
Average journey time reductions:
<b>2%</b>
No. of cities directly linked:
<b>0</b>
No. of journeys made faster:
<b>3</b>
No. of journeys made worse:
<b>6</b>

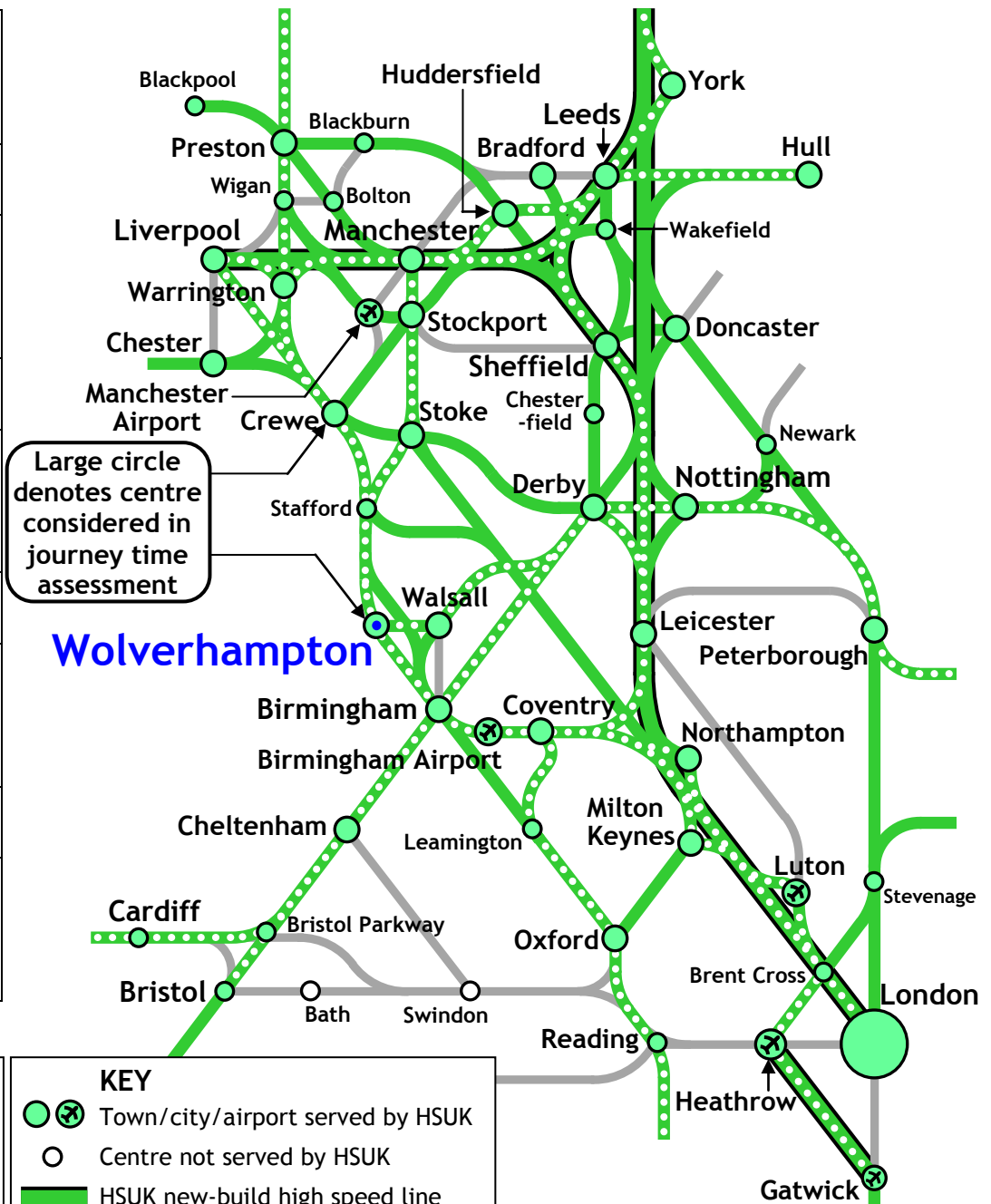


**HIGH SPEED 2**  
**ROUTES & CITIES SERVED**

# WOLVERHAMPTON

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

<b>HSUK</b>
Average journey time reductions:
<b>47%</b>
No. of cities directly linked:
<b>27</b>
No. of journeys made faster:
<b>31</b>
No. of journeys made worse:
<b>0</b>



Wolverhampton served by:  
 HSUK04,06,07,11  
 HSUK61,62,64  
 HSUK77,78  
 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 Wolverhampton

**HIGH SPEED UK**  
 ROUTES & CITIES SERVED

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

## Comparative Journey Times from Wolverhampton

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		
WOLVERHAMPTON	Birmingham	12	17	17	12	0	17	0	17	0			
	B'ham Airport	22	35	35	22	0	35	0	35	0			
	Bradford	139	206	194	119	1	166	2	144	2 <sup>B</sup>			
	Cheltenham	52	67	67	52	0	67	0	67	0			
	Chester	74	95	95	54	1	75	1	75	1			
	Coventry	31	45	45	31	0	45	0	45	0			
	Crewe	22	31	31	22	0	31	0	31	0			
	Derby	37	89	89	37	0	69	1	69	1			
	Doncaster	106	152	152	86	1	132	1	132	1	#		
	Heathrow	121	225	175	121	0	185	2	135	2			
	Huddersfield	83	138	138	83	0	118	1	118	1			
	Hull	152	241	241	152	0	221	1	221	1	#		
	Leeds	82	159	139	82	0	139	1	109	1 <sup>B</sup>			
	Leicester	51	107	107	51	0	87	1	87	1			
	Liverpool	60	80	80	60	0	80	0	80	0			
	London	75	110	110	75	0	110	0	110	0			
	Luton	74	219	219	74	0	179	2	179	2			
	Manchester	45	69	69	45	0	69	0	69	0			
	M'ch'r Airport	85	101	101	65	1	81	1	81	1			
	Milton Keynes	58	79	79	58	0	79	0	79	0			
	Northampton	52	110	110	52	0	90	1	90	1			
	Nottingham	54	122	122	54	0	102	1	102	1			
	Oxford	77	94	94	77	0	94	0	94	0			
	Peterborough	97	165	165	97	0	145	1	145	1			
Preston	62	75	75	62	0	75	0	75	0	#			
Sheffield	76	122	122	76	0	102	1	102	1	#			
Stockport	42	60	60	42	0	60	0	60	0				
Stoke	19	31	31	19	0	31	0	31	0				
Walsall	7	64	64	7	0	64	0	64	0	#			
Warrington	39	52	52	39	0	52	0	52	0				
York	100	175	175	100	0	155	1	155	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.