

APPENDIX Y1

CONNECTIVITY IMPROVEMENTS

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

YORK

*and onward destinations in
North-East & Scotland*

(extract from HS2 - High Speed to Nowhere)

Appendix Y1 : York	
Page 370	Introduction & key results
Page 371	Timeline of comparative journey times from York
Page 372	HS2 routes from York
Page 373	HSUK routes from York
Page 374	Tabulated journey times from York

York and onward destinations in North-East & Scotland

Town/City	York
Population of built-up area**	150,000
Ranking amongst UK cities**	52
Number of cities directly linked by existing rail network (out of 31)	17

References:

HSUK North Country Rail Strategy
 HSUK Scottish Rail Strategy
 HSUK Regional Map 07
 HSUK York Network Map
All available on HSUK website
www.highspeeduk.co.uk

** https://en.wikipedia.org/wiki/List_of_urban_areas_in_the_United_Kingdom

York : Intercity Connectivity with HSUK and HS2

York	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)
High Speed UK	42%	25	28	0	28
HS2	9%	2	5	10	0

York is located at a key junction on the East Coast Main Line where East Coast, CrossCountry and TransPennine routes converge. As a consequence it has excellent connectivity to the majority of principal UK cities. Direct non-stop services to London already operate at an average speed of 150 km/h (93 MPH), and for York the priority in the UK high speed rail initiative is not greater speed but the maintenance and enhancement of its existing connectivity.

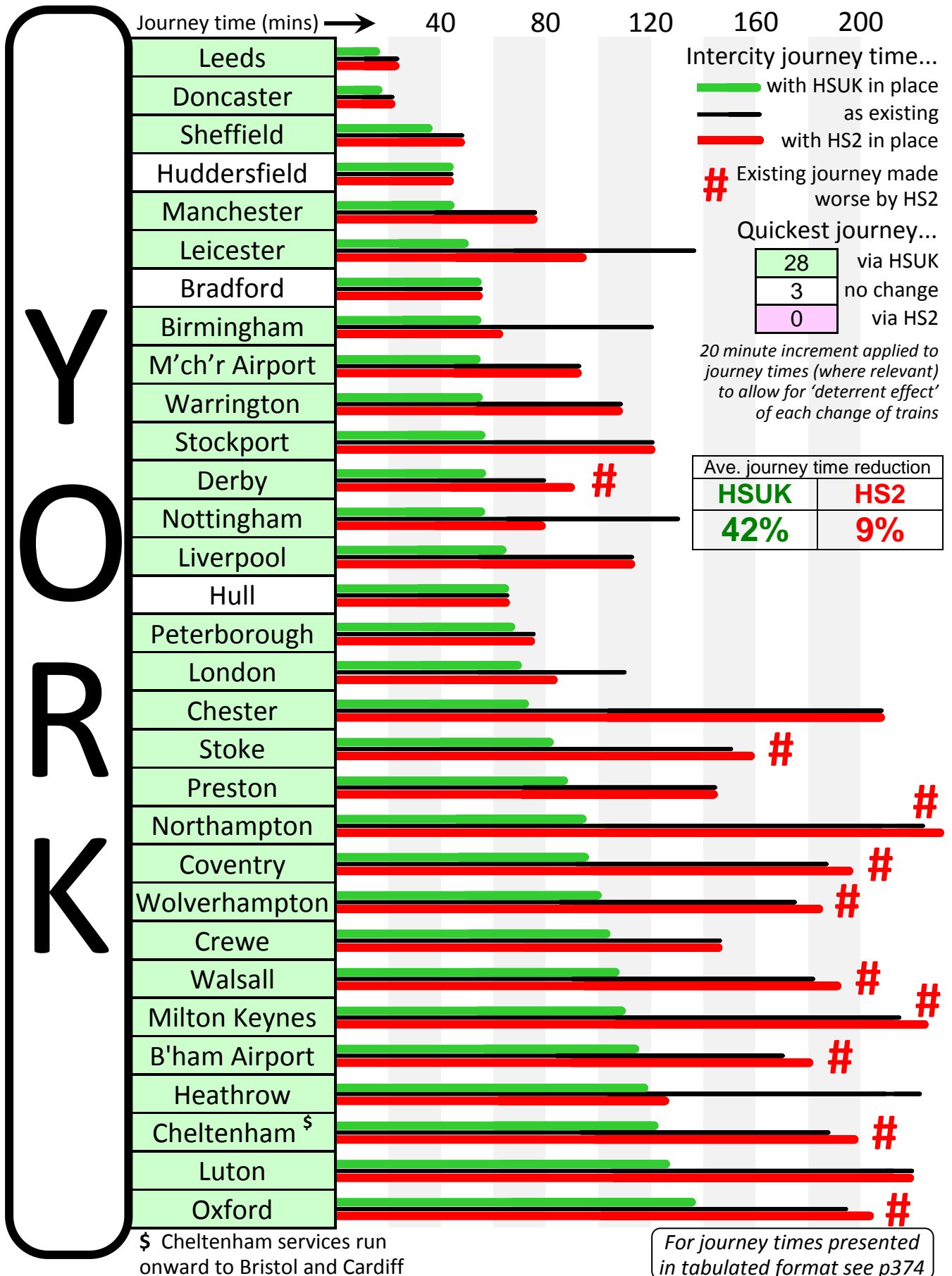
York ostensibly benefits from the HS2 proposals, with direct services to London and Birmingham. However, this is the full extent of the HS2 service offer for York; services to all other UK cities will continue to be routed via the existing network on which service levels are projected to be reduced. Another problem for York is its easterly location on the Plain of York, well to the east of the A1; whilst the peculiarities of railway history dictated that the East Coast Main Line should take its sinuous route via York and thus provide the city with excellent intercity connectivity, the logic of construction economics and optimised journey times to more populous destinations in the North-East will dictate otherwise. Subsequent phases of HS2 development north of Leeds are likely to follow a more direct route along the corridor of the A1, and leave York bypassed.

These problems will be largely avoided under the HSUK proposals. Whilst the HSUK trunk route will still bypass York, its more easterly alignment means that the route will pass much closer to the city, with a much lower time penalty for trains stopping at York. Time-sensitive services from London to Scotland will bypass York, but most other HSUK services e.g.:

- London-York-Darlington-Durham-Newcastle
- Liverpool-Manchester-Leeds-York-NorthEast-Edinburgh-Glasgow
- West Country-Birmingham-Derby-Sheffield-Leeds-York-NorthEast-Edinburgh-Glasgow
- South Coast-Oxford-MK-East Midlands-Sheffield-Leeds-York-NorthEast-E'burgh-Glasgow
- South Wales-Birmingham-Stoke-Manchester-Leeds-York-NorthEast-Edinburgh-Glasgow

will continue to call at York, giving the city direct links to most principal UK cities.

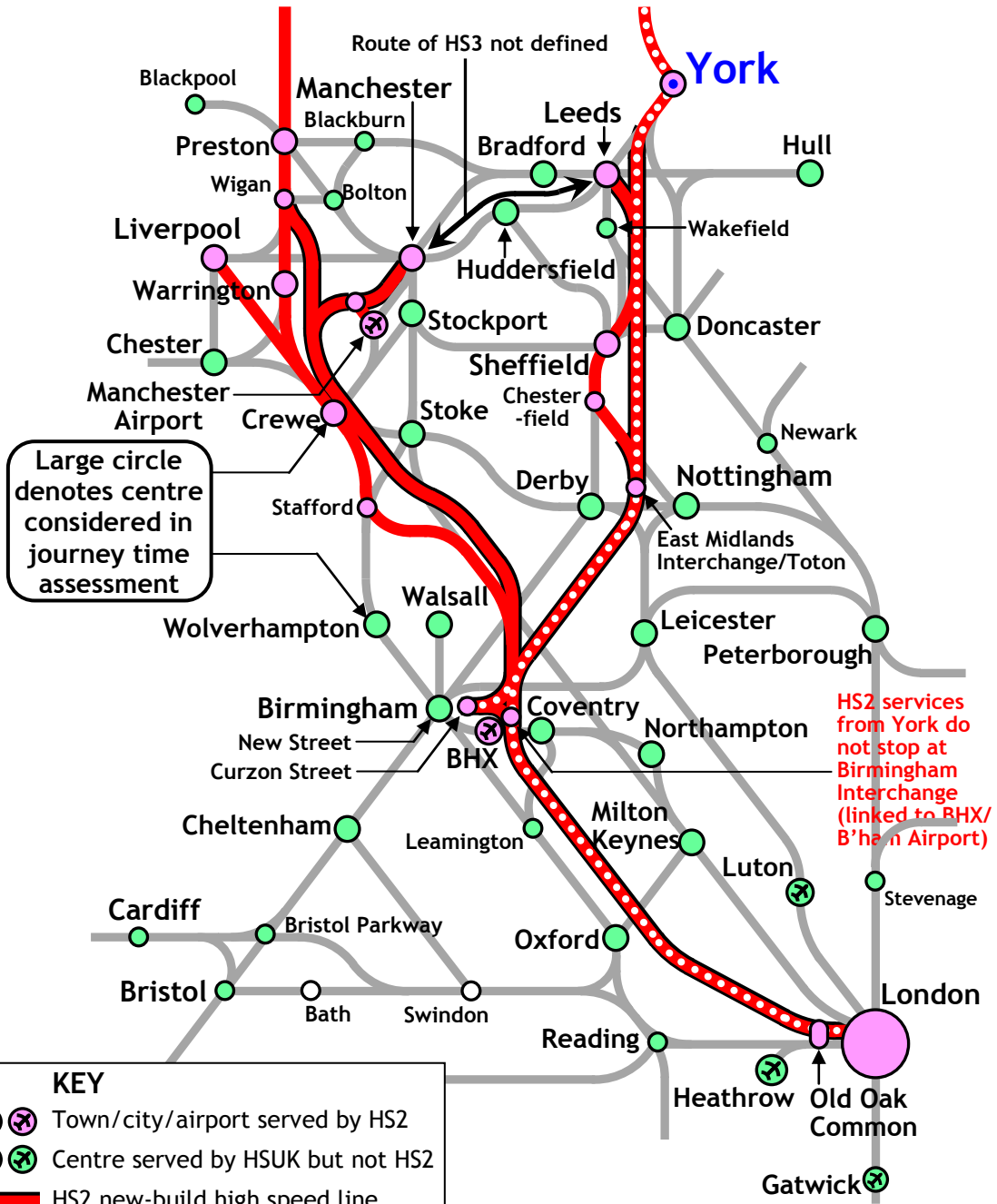
HIGH SPEED UK & HS2 LINKS TO YORK



YORK

HS2 links only to Birmingham & London, journeys to most Midlands cities made worse

HS2
Average journey time reductions:
9%
No. of cities directly linked:
2
No. of journeys made faster:
5
No. of journeys made worse:
10



Large circle denotes centre considered in journey time assessment

HS2 services from York do not stop at Birmingham Interchange (linked to BHX/ B'ham Airport)

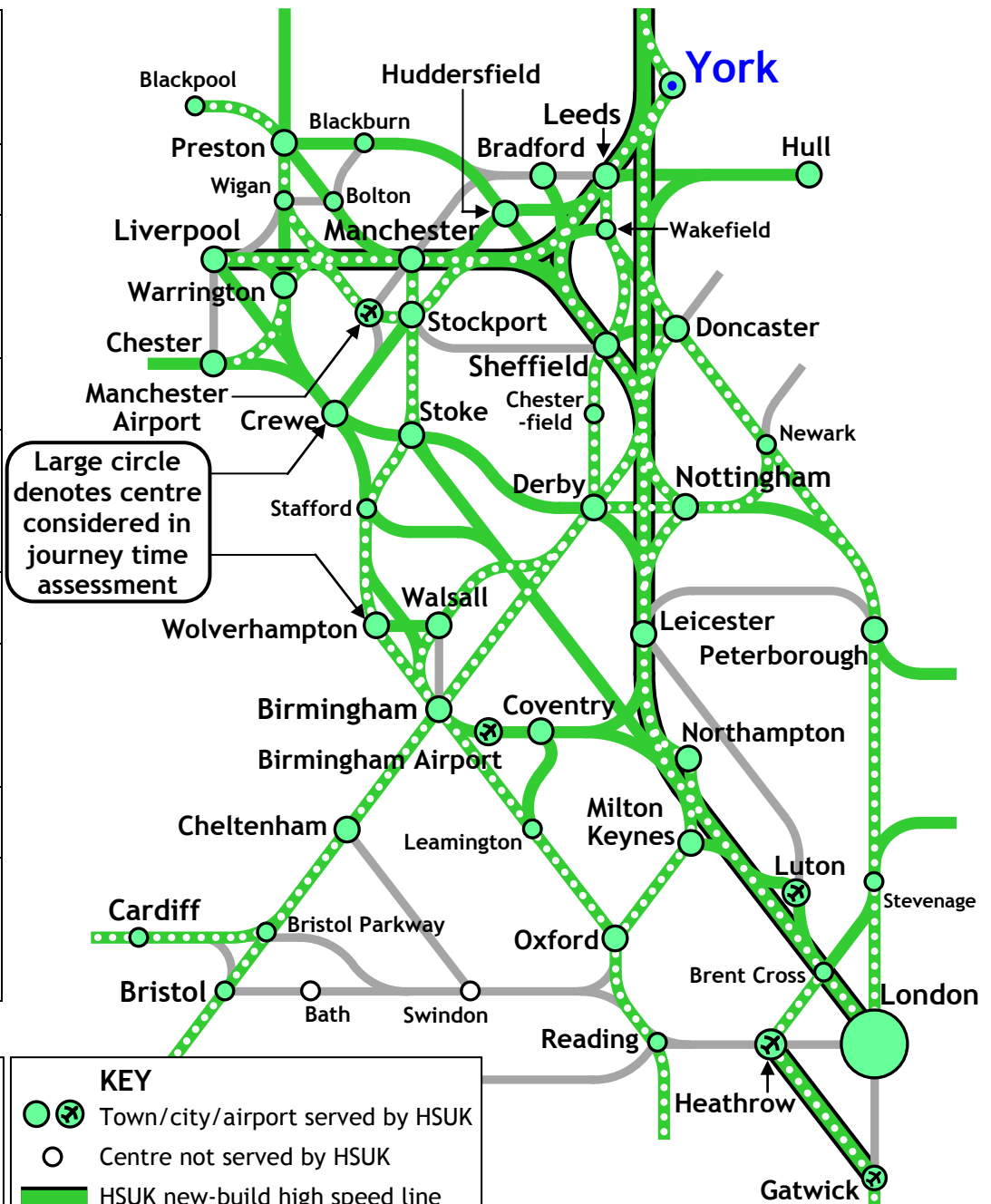
KEY	
	Town/city/airport served by HS2
	Centre served by HSUK but not HS2
	HS2 new-build high speed line
	HS2 services on existing line
	HS2 services from York

HIGH SPEED 2 ROUTES & CITIES SERVED

YORK

Fully connected to national high speed network, direct high speed links to most principal UK cities

HSUK
Average journey time reductions:
42%
No. of cities directly linked:
25
No. of journeys made faster:
28
No. of journeys made worse:
0



York served by:
 HSUK01,02,04,09
 HSUK10
 HSUK21,23,24
 HSUK33,35,36
 HSUK92
 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 York

HIGH SPEED UK
 ROUTES & CITIES SERVED

www.highspeeduk.co.uk

Comparative Journey Times from York

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		
Y O R K	Birmingham	56	121	63	56	0	121	0	63	0				
	B'ham Airport	115	172	172	95	1	152	1	152	1	#			
	Bradford	56	56	56	56	0	56	0	56	0				
	Cheltenham	121	169	169	121	0	169	0	169	0	#			
	Chester	72	208	208	72	0	188	1	188	1				
	Coventry	98	182	182	78	1	162	1	162	1	#			
	Crewe	103	147	147	83	1	127	1	127	1				
	Derby	57	80	93	57	0	80	0	63	1 ^A	#			
	Doncaster	17	21	21	17	0	21	0	21	0				
	Heathrow	121	225	127	121	0	185	2	107	1				
	Huddersfield	45	45	45	45	0	45	0	45	0				
	Hull	66	66	66	66	0	66	0	66	0				
	Leeds	15	23	23	15	0	23	0	23	0				
	Leicester	51	139	96	51	0	119	1	76	1				
	Liverpool	64	113	113	64	0	113	0	113	0				
	London	69	111	84	69	0	111	0	84	0				
	Luton	131	220	220	111	1	180	2	180	2				
	Manchester	43	77	77	43	0	77	0	77	0				
	M'ch'r Airport	55	94	94	55	0	94	0	94	0				
	Milton Keynes	113	216	216	113	0	196	1	196	1	#			
	Northampton	99	224	224	99	0	204	1	204	1	#			
	Nottingham	59	132	80	59	0	112	1	60	1				
	Oxford	142	196	196	142	0	196	0	196	0	#			
	Peterborough	67	76	76	67	0	76	0	76	0				
Preston	87	145	145	87	0	145	0	145	0					
Sheffield	37	49	49	37	0	49	0	49	0					
Stockport	56	121	121	56	0	101	1	101	1					
Stoke	80	151	151	80	0	131	1	131	1	#				
Walsall	86	182	182	86	0	162	1	162	1	#				
Warrington	56	110	110	56	0	110	0	110	0					
Wolverhampton	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.