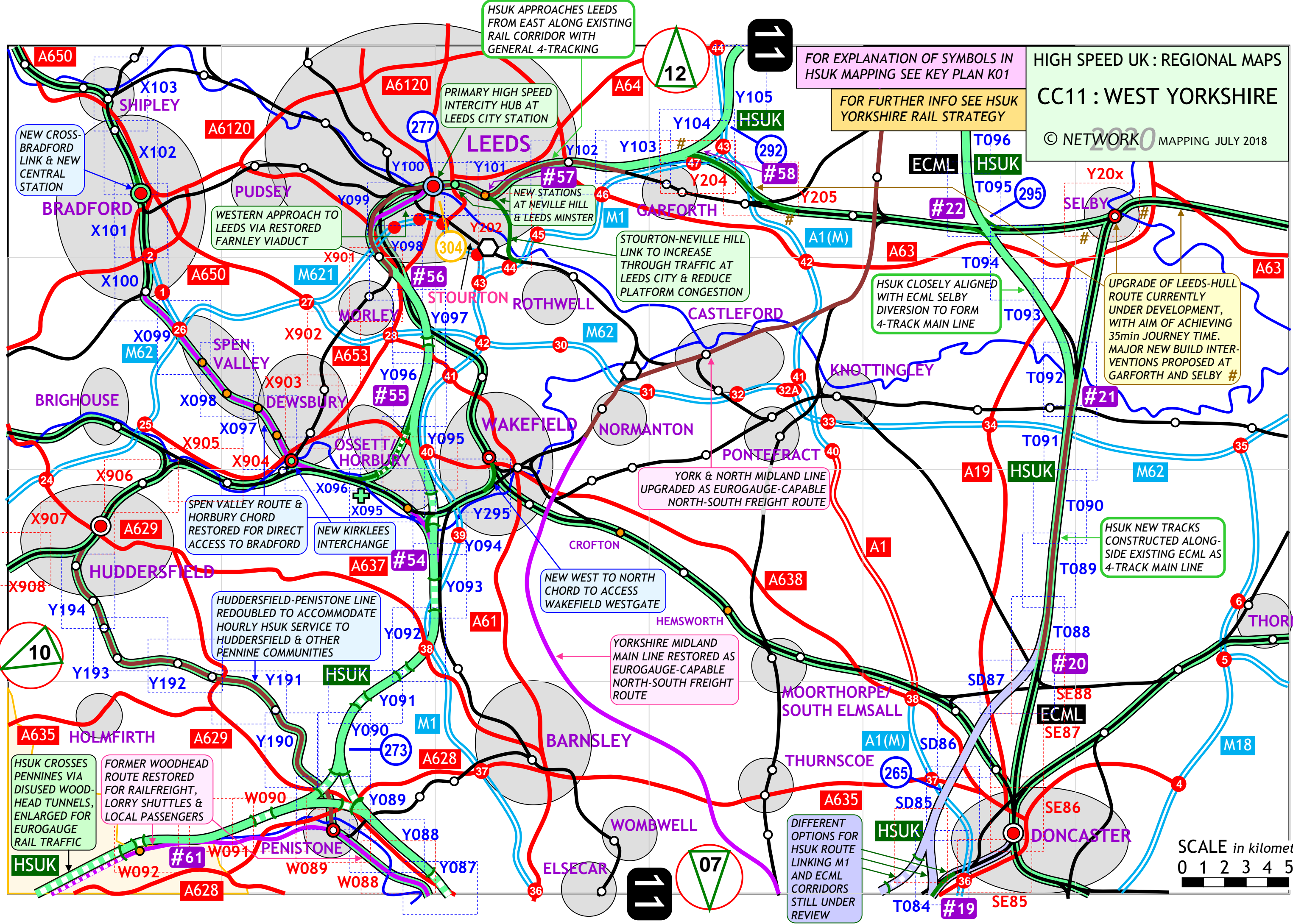


FOR EXPLANATION OF SYMBOLS IN HSAK MAPPING SEE KEY PLAN K01
 FOR FURTHER INFO SEE HSAK YORKSHIRE RAIL STRATEGY



HSUK APPROACHES LEEDS FROM EAST ALONG EXISTING RAIL CORRIDOR WITH GENERAL 4-TRACKING

PRIMARY HIGH SPEED INTERCITY HUB AT LEEDS CITY STATION

HSUK CLOSELY ALIGNED WITH ECML SELBY DIVERSION TO FORM 4-TRACK MAIN LINE

UPGRADE OF LEEDS-HULL ROUTE CURRENTLY UNDER DEVELOPMENT, WITH AIM OF ACHIEVING 35min JOURNEY TIME. MAJOR NEW BUILD INTERVENTIONS PROPOSED AT GARFORTH AND SELBY #

STOURTON-NEVILLE HILL LINK TO INCREASE THROUGH TRAFFIC AT LEEDS CITY & REDUCE PLATFORM CONGESTION

YORK & NORTH MIDLAND LINE UPGRADED AS EUROGAUGE-CAPABLE NORTH-SOUTH FREIGHT ROUTE

HSUK NEW TRACKS CONSTRUCTED ALONG-SIDE EXISTING ECML AS 4-TRACK MAIN LINE

SPEN VALLEY ROUTE & HORBURY CHORD RESTORED FOR DIRECT ACCESS TO BRADFORD

NEW WEST TO NORTH CHORD TO ACCESS WAKEFIELD WESTGATE

YORKSHIRE MIDLAND MAIN LINE RESTORED AS EUROGAUGE-CAPABLE NORTH-SOUTH FREIGHT ROUTE

HUDDERSFIELD-PENISTONE LINE REDOUBLED TO ACCOMMODATE HOURLY HSAK SERVICE TO HUDDERSFIELD & OTHER PENNINE COMMUNITIES

HSUK CROSSES PENNINES VIA DISUSED WOODHEAD TUNNELS, ENLARGED FOR EUROGAUGE RAIL TRAFFIC

FORMER WOODHEAD ROUTE RESTORED FOR RAILFREIGHT, LORRY SHUTTLES & LOCAL PASSENGERS

DIFFERENT OPTIONS FOR HSAK ROUTE LINKING M1 AND ECML CORRIDORS STILL UNDER REVIEW

