

SECONDARY HSUK TRANSPENNINE ROUTE VIA AIRE VALLEY, CENTRAL BRADFORD & UPGRADED CALDER VALLEY ROUTE INCLUDING NEW 14km LONG TUNNEL, ACHIEVING 30min BRADFORD-MANCHESTER TIMING

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

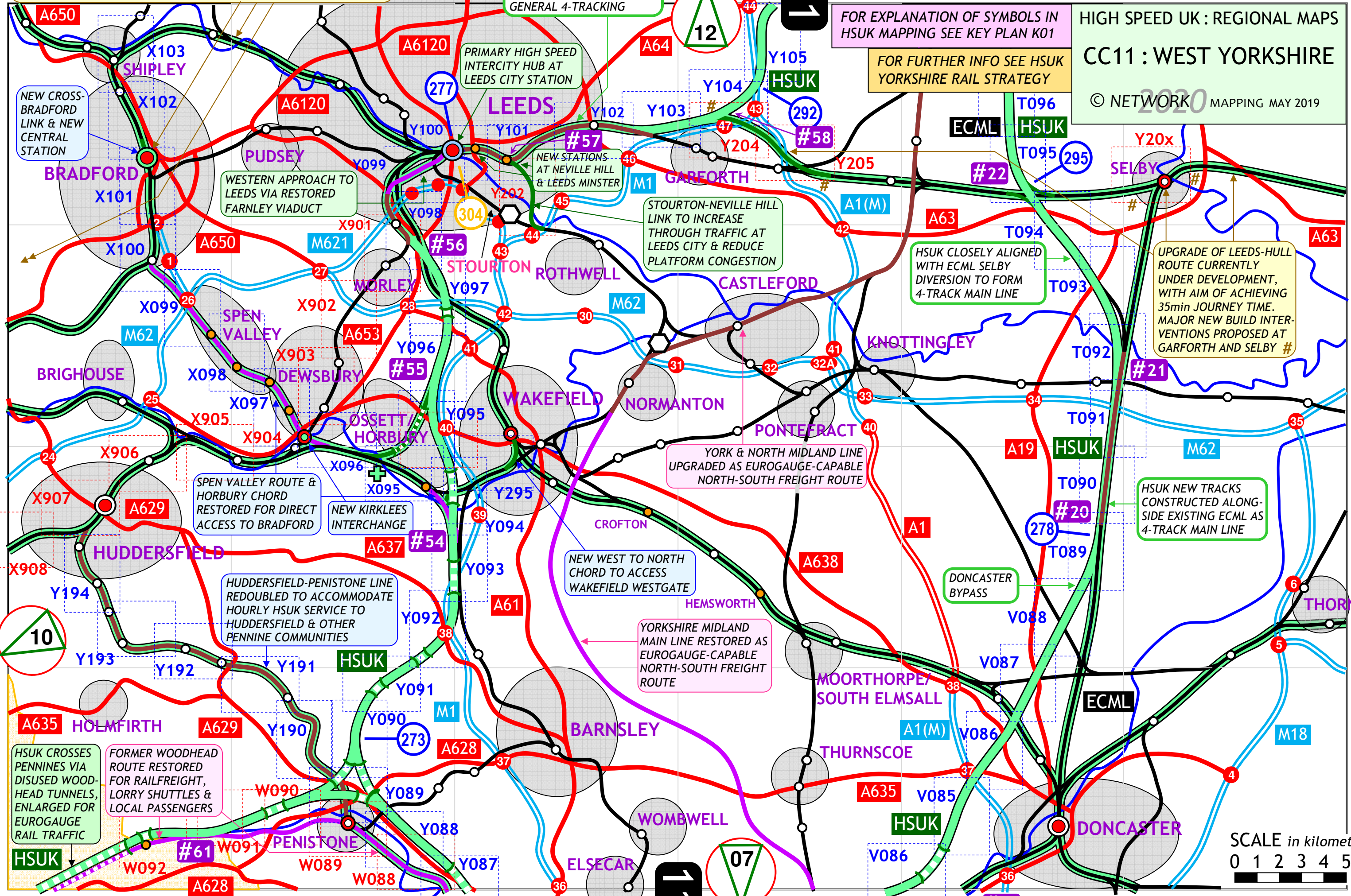
FOR EXPLANATION OF SYMBOLS IN HSUK MAPPING SEE KEY PLAN K01

FOR FURTHER INFO SEE HSUK YORKSHIRE RAIL STRATEGY

HIGH SPEED UK : REGIONAL MAPS

CC11 : WEST YORKSHIRE

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WESTERN APPROACH TO LEEDS VIA RESTORED FARNLEY VIADUCT

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

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 #

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

HSUK NEW TRACKS CONSTRUCTED ALONGSIDE 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

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

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

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

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

SCALE in kilometres
0 1 2 3 4 5