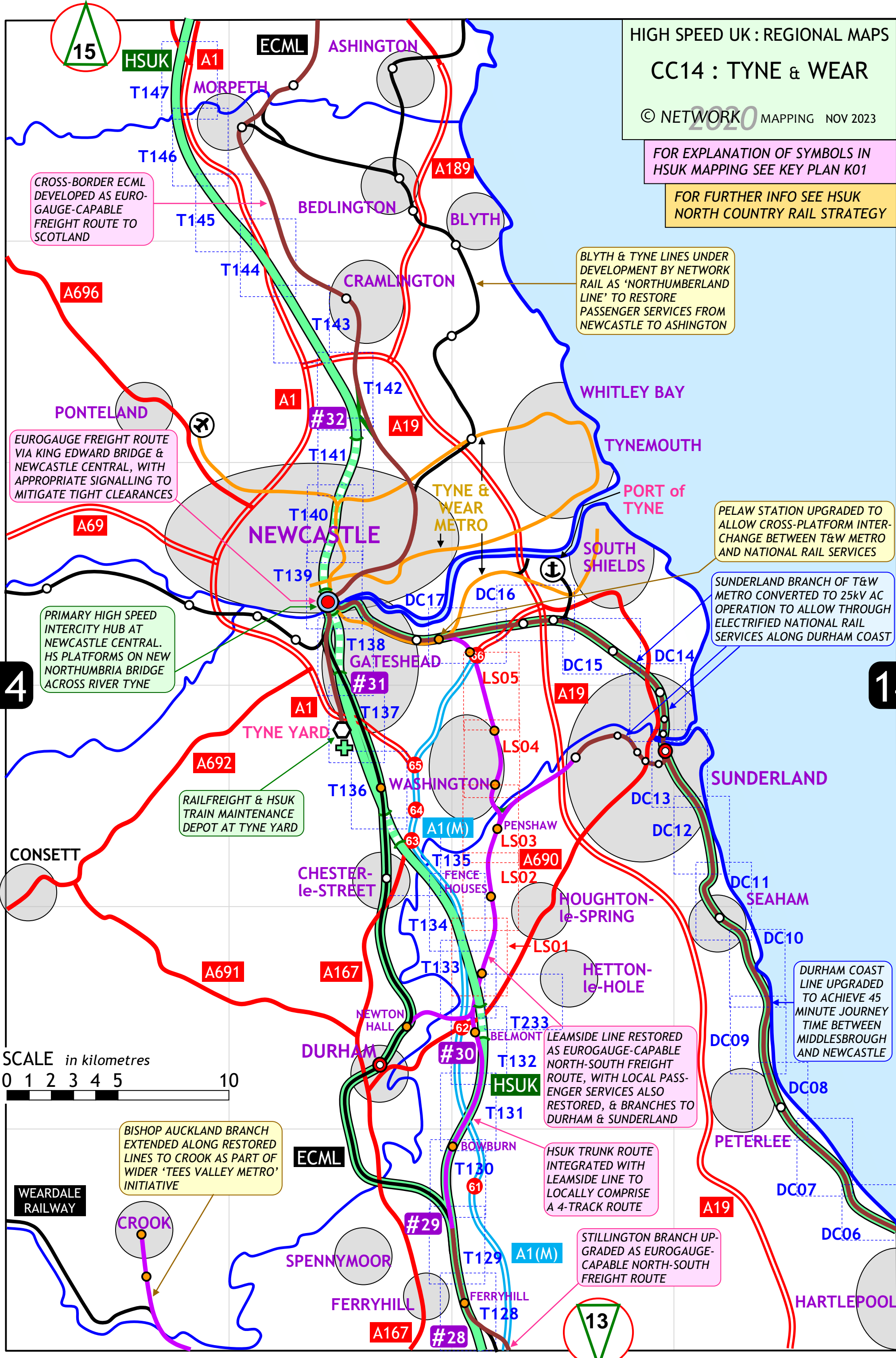


FOR EXPLANATION OF SYMBOLS IN HSUK MAPPING SEE KEY PLAN K01

FOR FURTHER INFO SEE HSUK NORTH COUNTRY RAIL STRATEGY



CROSS-BORDER ECML DEVELOPED AS EURO-GAUGE-CAPABLE FREIGHT ROUTE TO SCOTLAND

BLYTH & TYNE LINES UNDER DEVELOPMENT BY NETWORK RAIL AS 'NORTHUMBERLAND LINE' TO RESTORE PASSENGER SERVICES FROM NEWCASTLE TO ASHINGTON

EUROGAUGE FREIGHT ROUTE VIA KING EDWARD BRIDGE & NEWCASTLE CENTRAL, WITH APPROPRIATE SIGNALLING TO MITIGATE TIGHT CLEARANCES

PELAW STATION UPGRADED TO ALLOW CROSS-PLATFORM INTERCHANGE BETWEEN T&W METRO AND NATIONAL RAIL SERVICES

SUNDERLAND BRANCH OF T&W METRO CONVERTED TO 25KV AC OPERATION TO ALLOW THROUGH ELECTRIFIED NATIONAL RAIL SERVICES ALONG DURHAM COAST

PRIMARY HIGH SPEED INTERCITY HUB AT NEWCASTLE CENTRAL. HS PLATFORMS ON NEW NORTHUMBRIA BRIDGE ACROSS RIVER TYNE

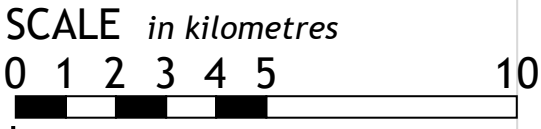
DURHAM COAST LINE UPGRADED TO ACHIEVE 45 MINUTE JOURNEY TIME BETWEEN MIDDLESBROUGH AND NEWCASTLE

LEAMSIDE LINE RESTORED AS EUROGAUGE-CAPABLE NORTH-SOUTH FREIGHT ROUTE, WITH LOCAL PASSENGER SERVICES ALSO RESTORED, & BRANCHES TO DURHAM & SUNDERLAND

HSUK TRUNK ROUTE INTEGRATED WITH LEAMSIDE LINE TO LOCALLY COMPRISE A 4-TRACK ROUTE

STILLINGTON BRANCH UPGRADED AS EUROGAUGE-CAPABLE NORTH-SOUTH FREIGHT ROUTE

BISHOP AUCKLAND BRANCH EXTENDED ALONG RESTORED LINES TO CROOK AS PART OF WIDER 'TEES VALLEY METRO' INITIATIVE



14

14

13