

# High Speed UK

## **Regional Mapping covering the Northern Powerhouse Region**

CC09 HSUK Merseyside

CC10 HSUK Manchester & Peak

CC11 HSUK West Yorkshire

CC07 HSUK South Yorkshire

CC08 HSUK Potteries

Maps presented from west to east, and then clockwise to South Yorkshire and the Potteries.

FOR FURTHER INFO SEE HSUK NORTH-WEST RAIL STRATEGY

SCALE in kilometres  
0 1 2 3 4 5

RAIL LINK TO SEAFORTH DOCKS VIA BOOTLE BRANCH ASSUMED. ALTERNATIVE ROUTES VIA KIRKBY & ORMSKIRK ALSO TO BE ASSESSED

NEW TRAIN MAINTENANCE DEPOT AT PARKSIDE

PRIMARY HIGH SPEED INTERCITY HUB AT LIME STREET STATION

PRIMARY HIGH SPEED INTERCITY HUB AT PICCADILLY STATION. UNDERGROUND PLATFORMS ON NEW CROSS-CITY ROUTE

NEW WEST ACCESS TO MANCHESTER AIRPORT VIA ALTRINCHAM & RESTORED ROUTES VIA GLAZEBROOK TO

LOCAL LIME ST SERVICES ROUTED TO BIRKENHEAD VIA NEW CONNECTIONS TO MERSEYRAIL TUNNELS

NEW CHORD AT EDGE HILL FOR CONNECTION TO SEAFORTH DOCKS

WARRINGTON LINKED TO HSUK VIA CONNECTING CHORDS. ALL INTERCITY SERVICES DIRECTED VIA BANK QUAY STATION

E-W EUROGAUGE FREIGHT ROUTE TO LIVERPOOL VIA RESTORATION / UPGRADE OF GARSTON-TIMPERLEY LINE, WITH NEW SECTION FOLLOWING MANCHESTER SHIP

SOUTH MANCHESTER FREIGHT BYPASS ON RESTORED / UPGRADED LINES TO AVOID PICCADILLY & VICTORIA

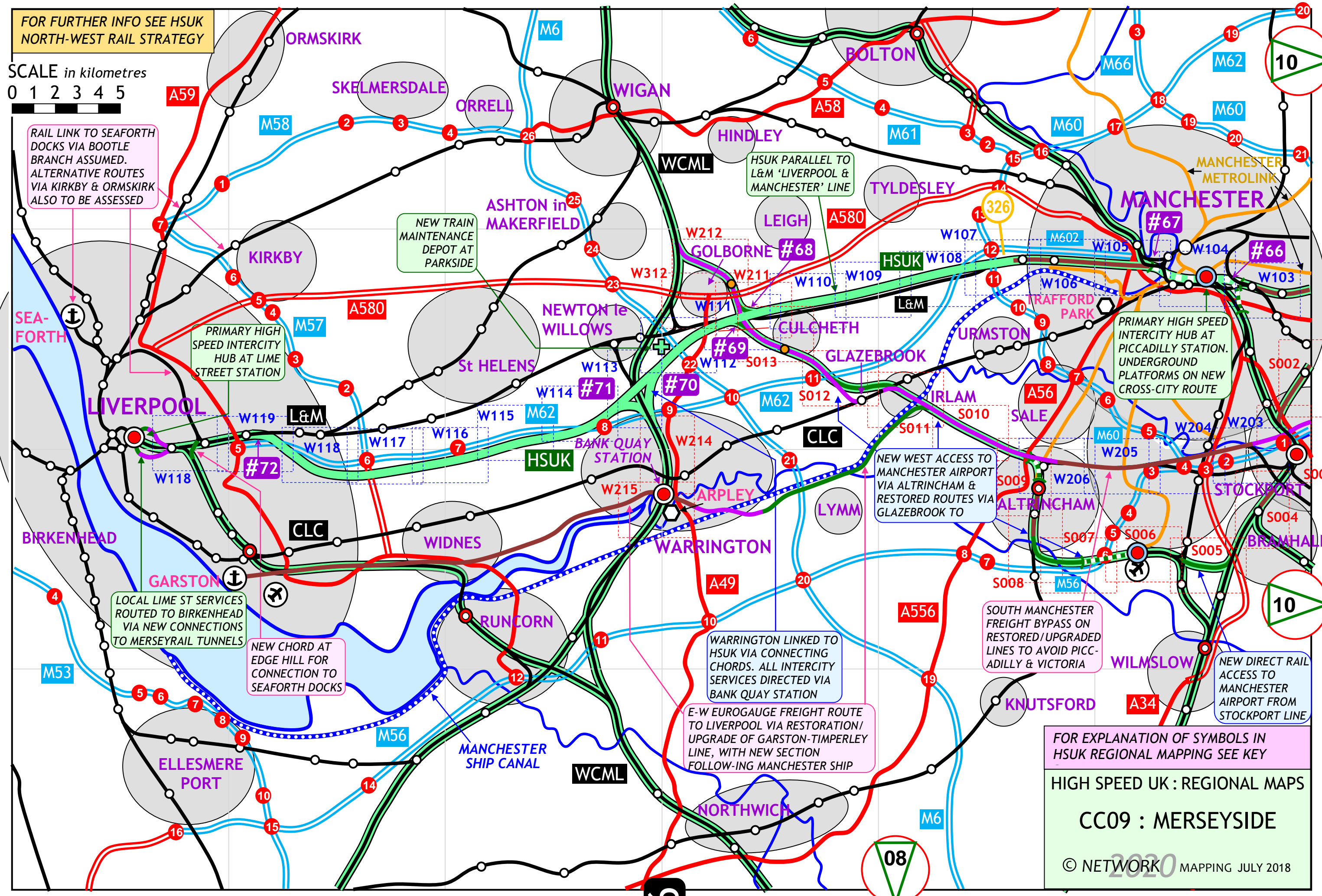
NEW DIRECT RAIL ACCESS TO MANCHESTER AIRPORT FROM STOCKPORT LINE

FOR EXPLANATION OF SYMBOLS IN HSUK REGIONAL MAPPING SEE KEY

HIGH SPEED UK : REGIONAL MAPS

CC09 : MERSEYSIDE

© NETWORK2020 MAPPING JULY 2018



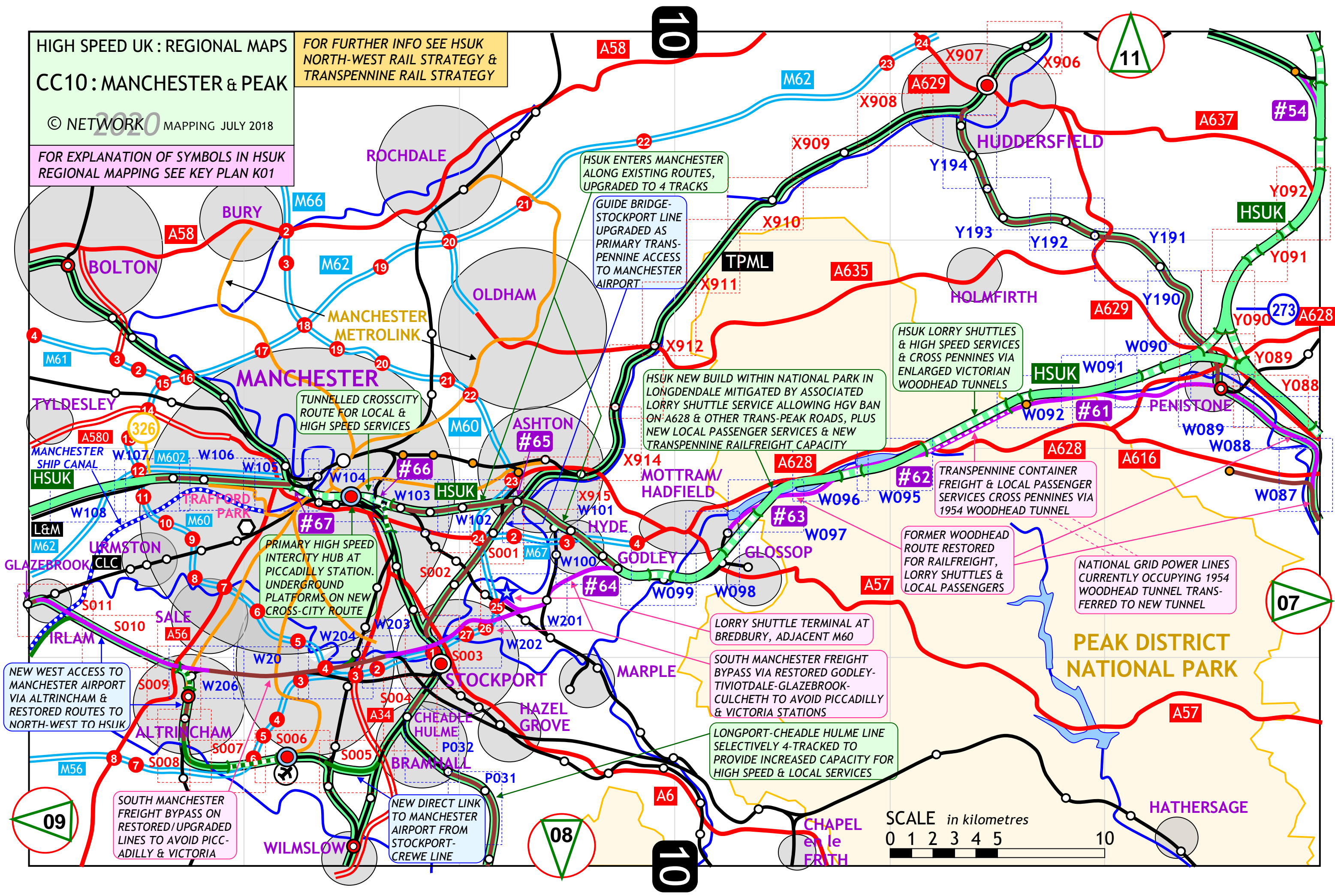


HIGH SPEED UK : REGIONAL MAPS  
CC10: MANCHESTER & PEAK

© NETWORK 2020 MAPPING JULY 2018

FOR EXPLANATION OF SYMBOLS IN HSNK REGIONAL MAPPING SEE KEY PLAN K01

FOR FURTHER INFO SEE HSNK NORTH-WEST RAIL STRATEGY & TRANSPENNINE RAIL STRATEGY

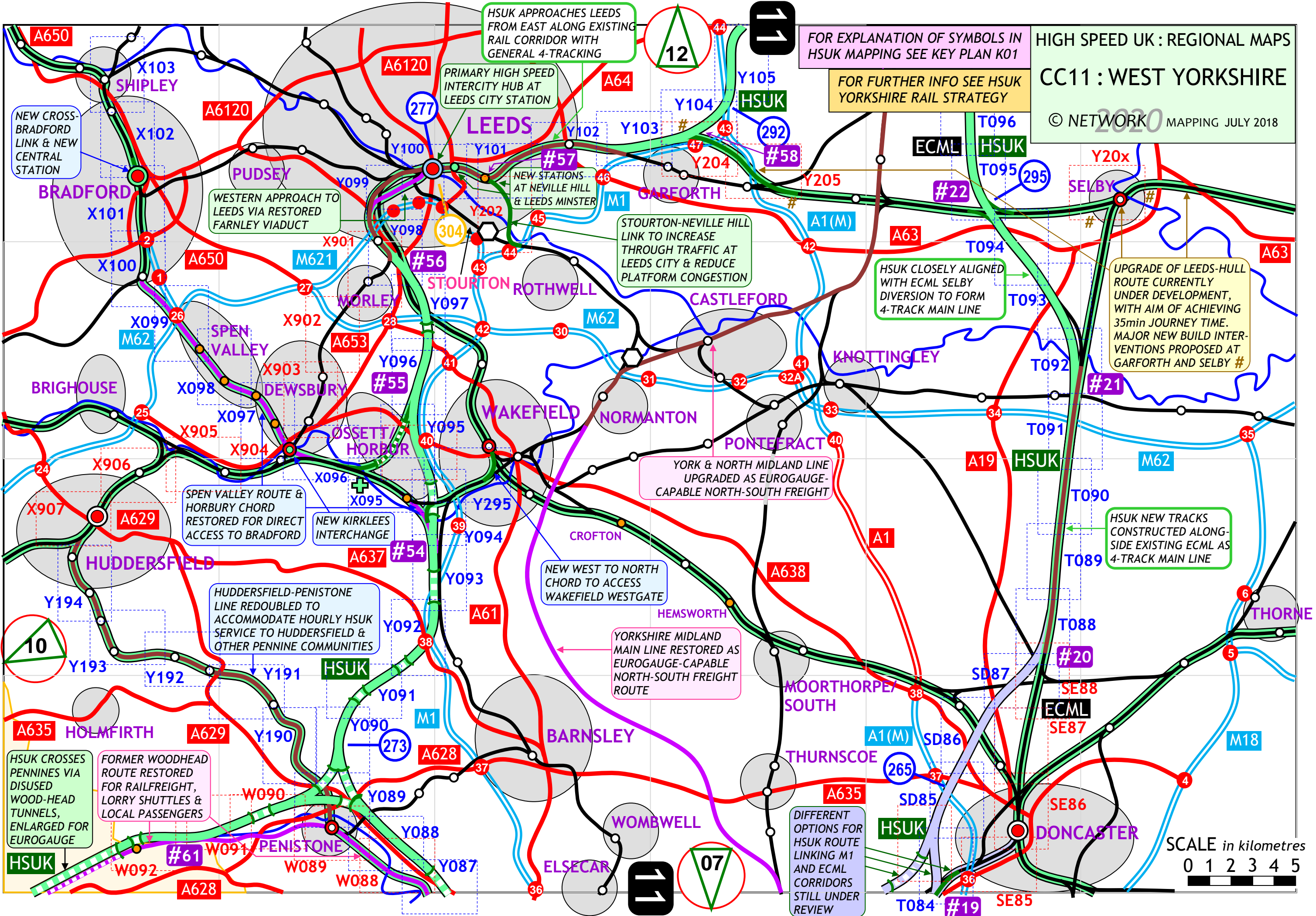




HIGH SPEED UK : REGIONAL MAPS  
CC11 : WEST YORKSHIRE

© NETWORK20 MAPPING JULY 2018

FOR EXPLANATION OF SYMBOLS IN HSNK MAPPING SEE KEY PLAN K01  
FOR FURTHER INFO SEE HSNK 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

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

NEW WEST TO NORTH CHORD TO ACCESS WAKEFIELD WESTGATE

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

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

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

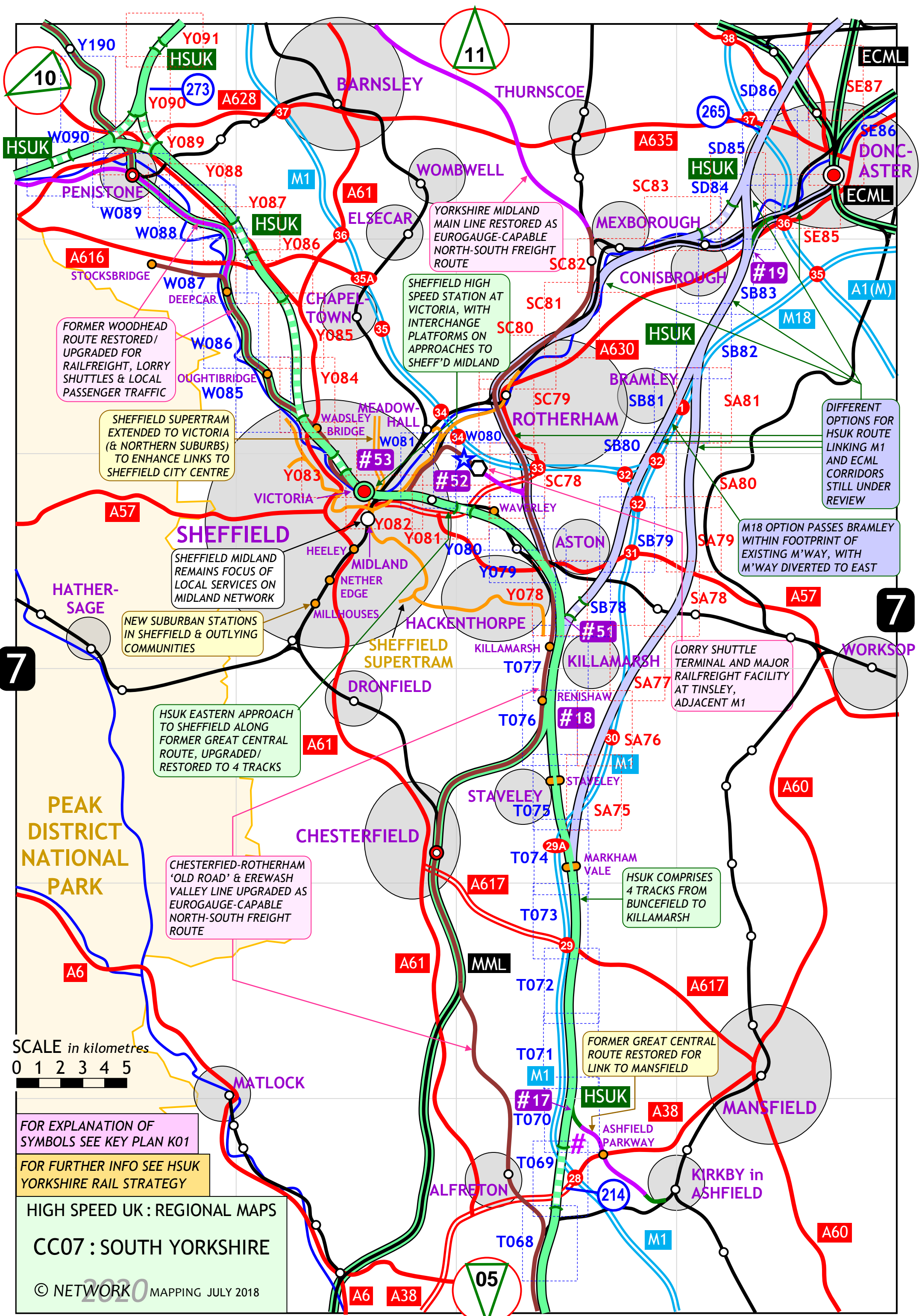
HSUK CROSSES PENNINES VIA DISUSED WOOD-HEAD TUNNELS, ENLARGED FOR EUROGAUGE

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

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

SCALE in kilometres  
0 1 2 3 4 5





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

SHEFFIELD HIGH SPEED STATION AT VICTORIA, WITH INTERCHANGE PLATFORMS ON APPROACHES TO SHEFF'D MIDLAND

FORMER WOODHEAD ROUTE RESTORED/UPGRADED FOR RAILFREIGHT, LORRY SHUTTLES & LOCAL PASSENGER TRAFFIC

SHEFFIELD SUPERTRAM EXTENDED TO VICTORIA (& NORTHERN SUBURBS) TO ENHANCE LINKS TO SHEFFIELD CITY CENTRE

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

M18 OPTION PASSES BRAMLEY WITHIN FOOTPRINT OF EXISTING M'WAY, WITH M'WAY DIVERTED TO EAST

SHEFFIELD MIDLAND REMAINS FOCUS OF LOCAL SERVICES ON MIDLAND NETWORK

NEW SUBURBAN STATIONS IN SHEFFIELD & OUTLYING COMMUNITIES

LORRY SHUTTLE TERMINAL AND MAJOR RAILFREIGHT FACILITY AT TINSLEY, ADJACENT M1

HSUK EASTERN APPROACH TO SHEFFIELD ALONG FORMER GREAT CENTRAL ROUTE, UPGRADED/RESTORED TO 4 TRACKS

CHESTERFIELD-ROTHERHAM 'OLD ROAD' & EREWASH VALLEY LINE UPGRADED AS EUROGAUGE-CAPABLE NORTH-SOUTH FREIGHT ROUTE

HSUK COMPRISES 4 TRACKS FROM BUNCEFIELD TO KILLAMARSH

FORMER GREAT CENTRAL ROUTE RESTORED FOR LINK TO MANSFIELD

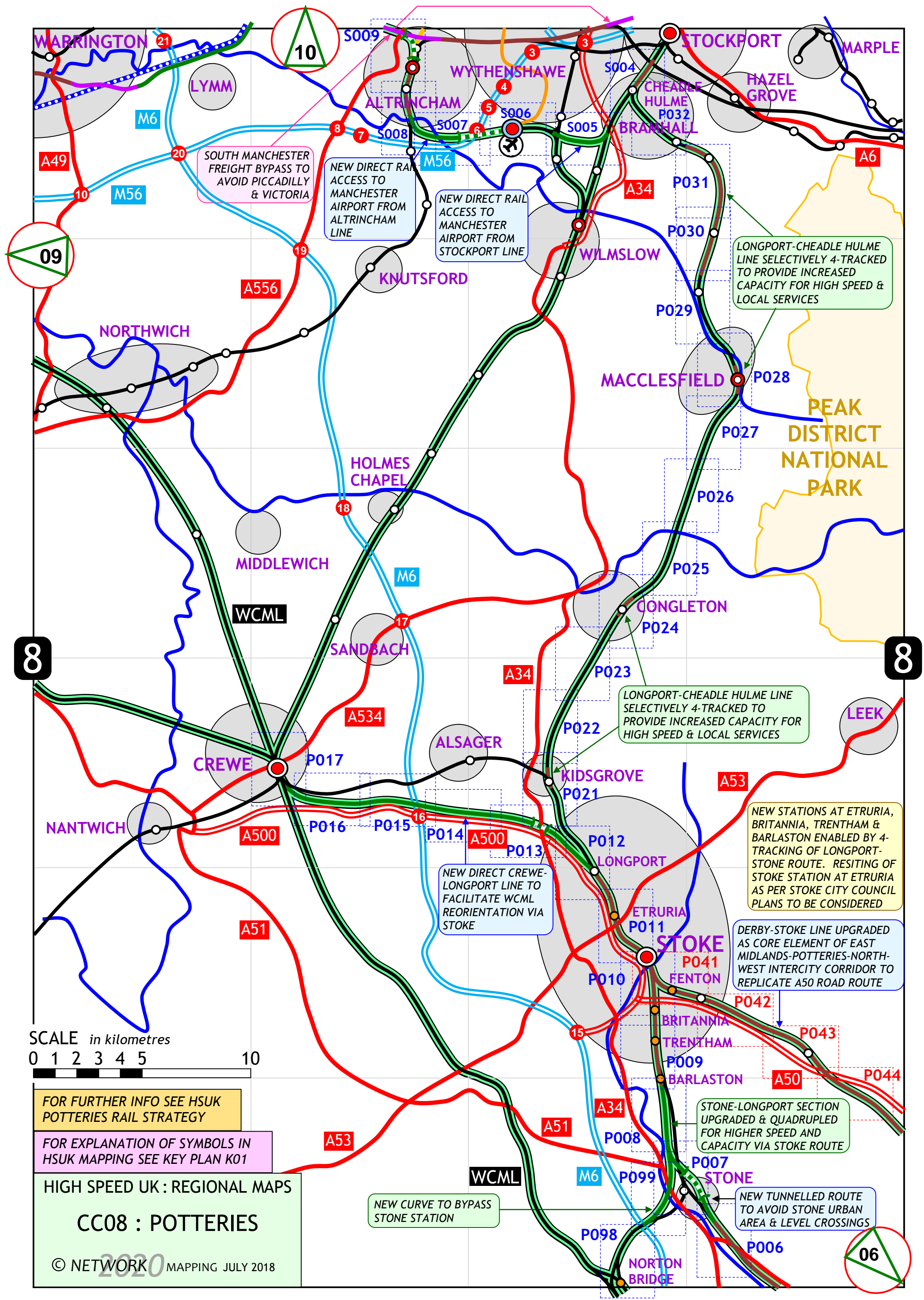
SCALE in kilometres  
0 1 2 3 4 5

FOR EXPLANATION OF SYMBOLS SEE KEY PLAN K01  
FOR FURTHER INFO SEE HSUK YORKSHIRE RAIL STRATEGY

HIGH SPEED UK : REGIONAL MAPS  
CC07 : SOUTH YORKSHIRE

© NETWORK MAPPING JULY 2018





SOUTH MANCHESTER FREIGHT BYPASS TO AVOID PICCADILLY & VICTORIA

NEW DIRECT RAIL ACCESS TO MANCHESTER AIRPORT FROM ALTRINCHAM LINE

NEW DIRECT RAIL ACCESS TO MANCHESTER AIRPORT FROM STOCKPORT LINE

LONGPORT-CHEADLE HULME LINE SELECTIVELY 4-TRACKED TO PROVIDE INCREASED CAPACITY FOR HIGH SPEED & LOCAL SERVICES

LONGPORT-CHEADLE HULME LINE SELECTIVELY 4-TRACKED TO PROVIDE INCREASED CAPACITY FOR HIGH SPEED & LOCAL SERVICES

NEW STATIONS AT ETRURIA, BRITANNIA, TRENTHAM & BARLASTON ENABLED BY 4-TRACKING OF LONGPORT-STONE ROUTE. RESITING OF STOKE STATION AT ETRURIA AS PER STOKE CITY COUNCIL PLANS TO BE CONSIDERED

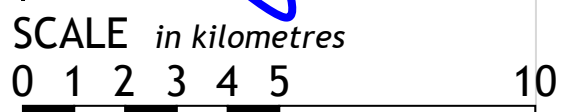
DERBY-STOKE LINE UPGRADED AS CORE ELEMENT OF EAST MIDLANDS-POTTERIES-NORTHWEST INTERCITY CORRIDOR TO REPLICATE A50 ROAD ROUTE

NEW DIRECT CREWE-LONGPORT LINE TO FACILITATE WCML REORIENTATION VIA STOKE

STONE-LONGPORT SECTION UPGRADED & QUADRUPLED FOR HIGHER SPEED AND CAPACITY VIA STOKE ROUTE

NEW TUNNELLED ROUTE TO AVOID STONE URBAN AREA & LEVEL CROSSINGS

NEW CURVE TO BYPASS STONE STATION



FOR FURTHER INFO SEE HSUK POTTERIES RAIL STRATEGY

FOR EXPLANATION OF SYMBOLS IN HSUK MAPPING SEE KEY PLAN K01

HIGH SPEED UK : REGIONAL MAPS

CC08 : POTTERIES