

High Speed UK

Regional Mapping covering the Northern Powerhouse Region

CC09 HSUK Merseyside

CC10 HSUK Manchester & Peak

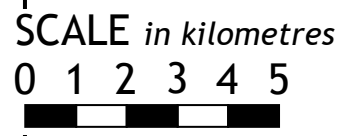
CC11 HSUK West Yorkshire

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



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

NEW TRAIN MAINTENANCE DEPOT AT PARKSIDE

HSUK PARALLEL TO L&M 'LIVERPOOL & MANCHESTER' LINE

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 HSUK

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

DEDICATED EUROGAUGE FREIGHT ROUTE TO LIVERPOOL VIA RESTORATION OF GARSTON-TIMPERLEY ROUTE & NEW ALIGNMENT FOLLOWING MANCHESTER SHIP CANAL

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

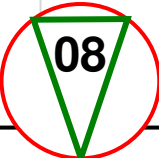
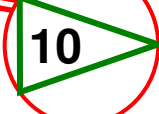
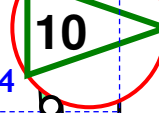
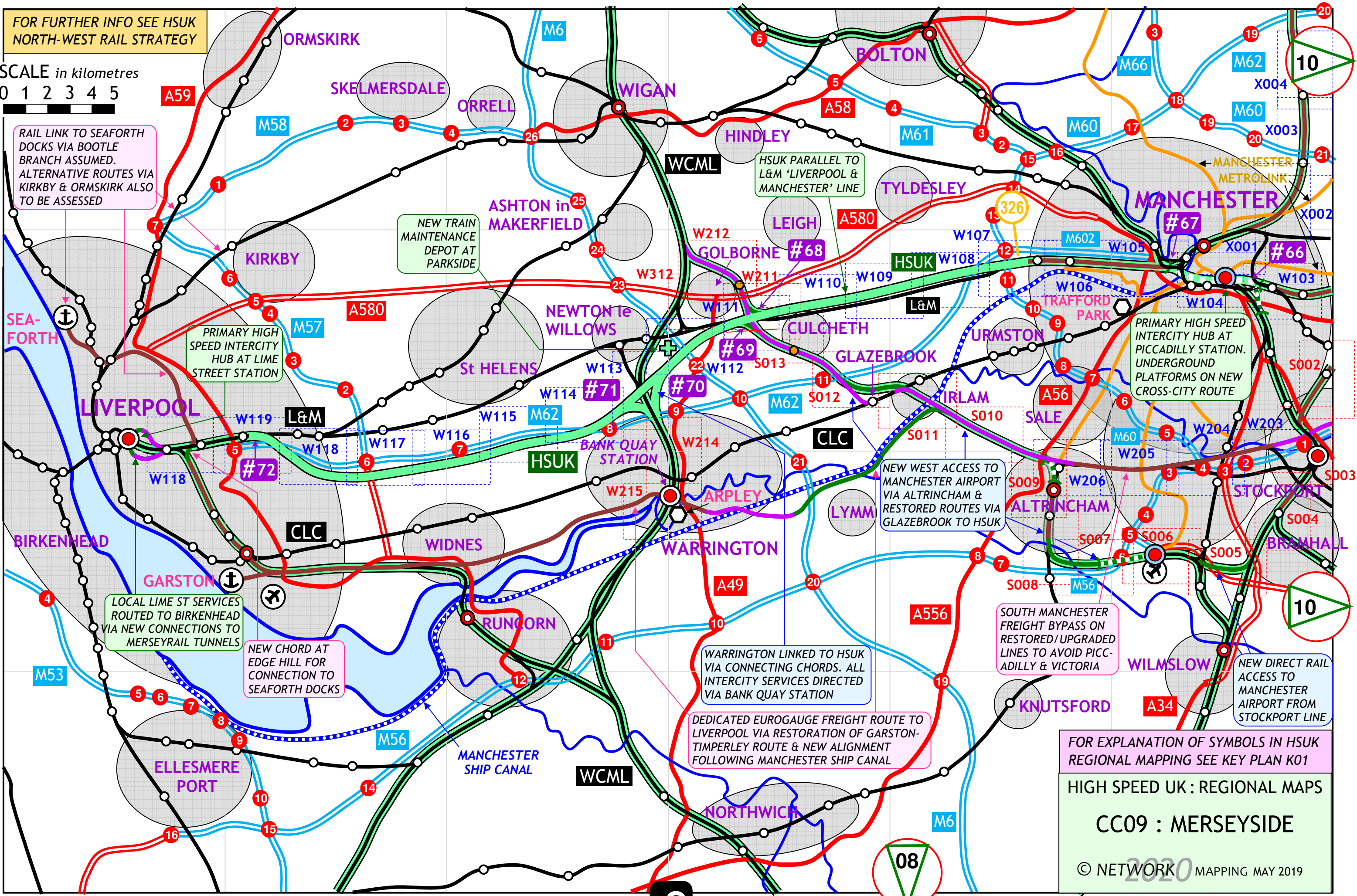
NEW DIRECT RAIL ACCESS TO MANCHESTER AIRPORT FROM STOCKPORT LINE

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

HIGH SPEED UK : REGIONAL MAPS

CC09 : MERSEYSIDE

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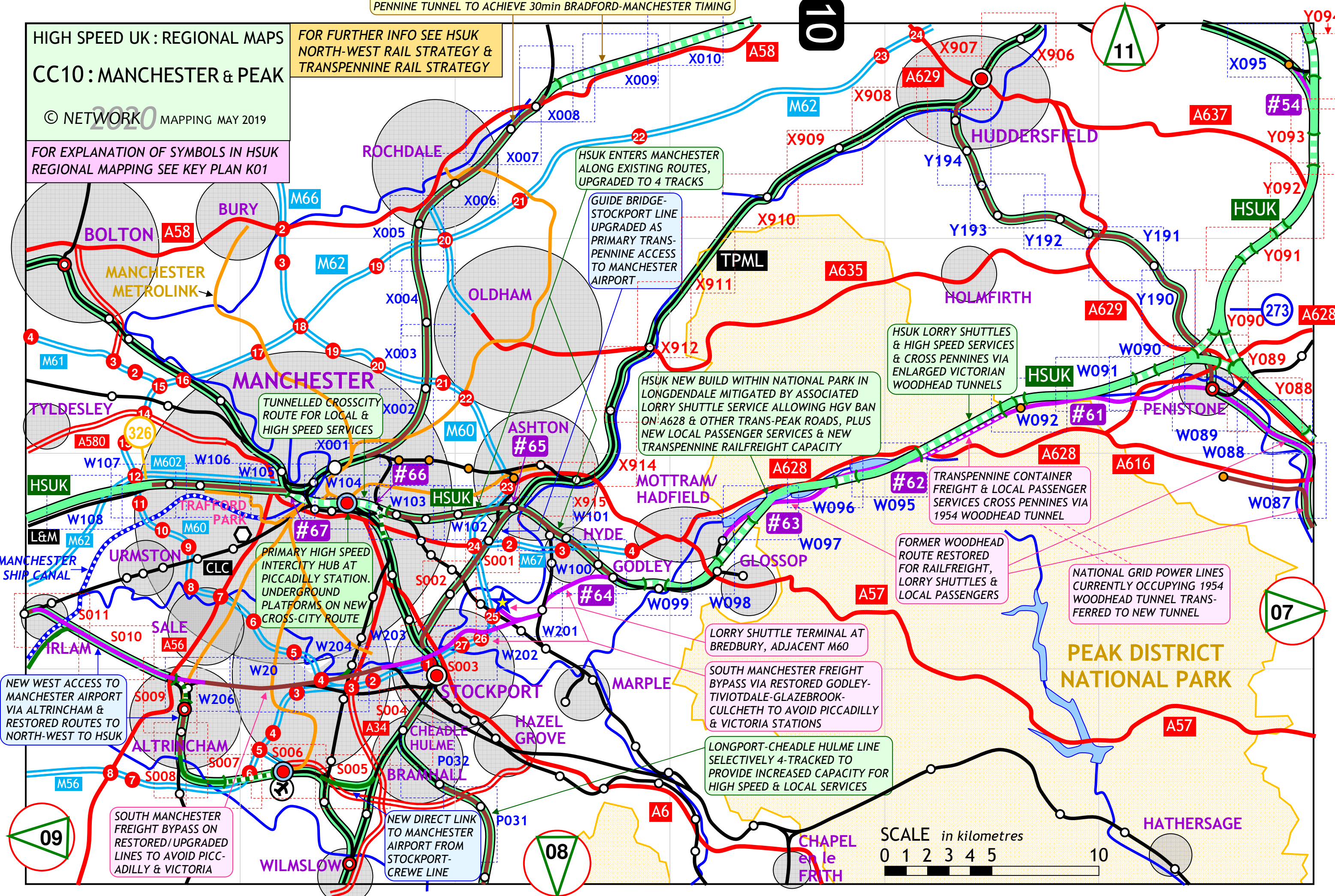
CALDER VALLEY ROUTE UPGRADED TO 4 TRACKS WITH NEW TRANS-PENNINE TUNNEL TO ACHIEVE 30min BRADFORD-MANCHESTER TIMING

HIGH SPEED UK : REGIONAL MAPS CC10 : MANCHESTER & PEAK

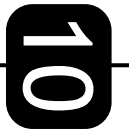
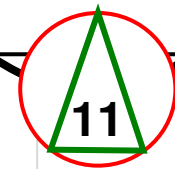
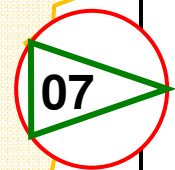
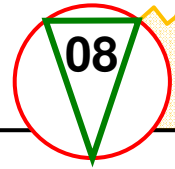
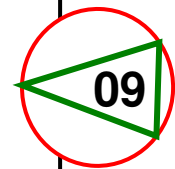
FOR FURTHER INFO SEE HSNK NORTH-WEST RAIL STRATEGY & TRANSPENNINE RAIL STRATEGY

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



SCALE in kilometres
0 1 2 3 4 5 10

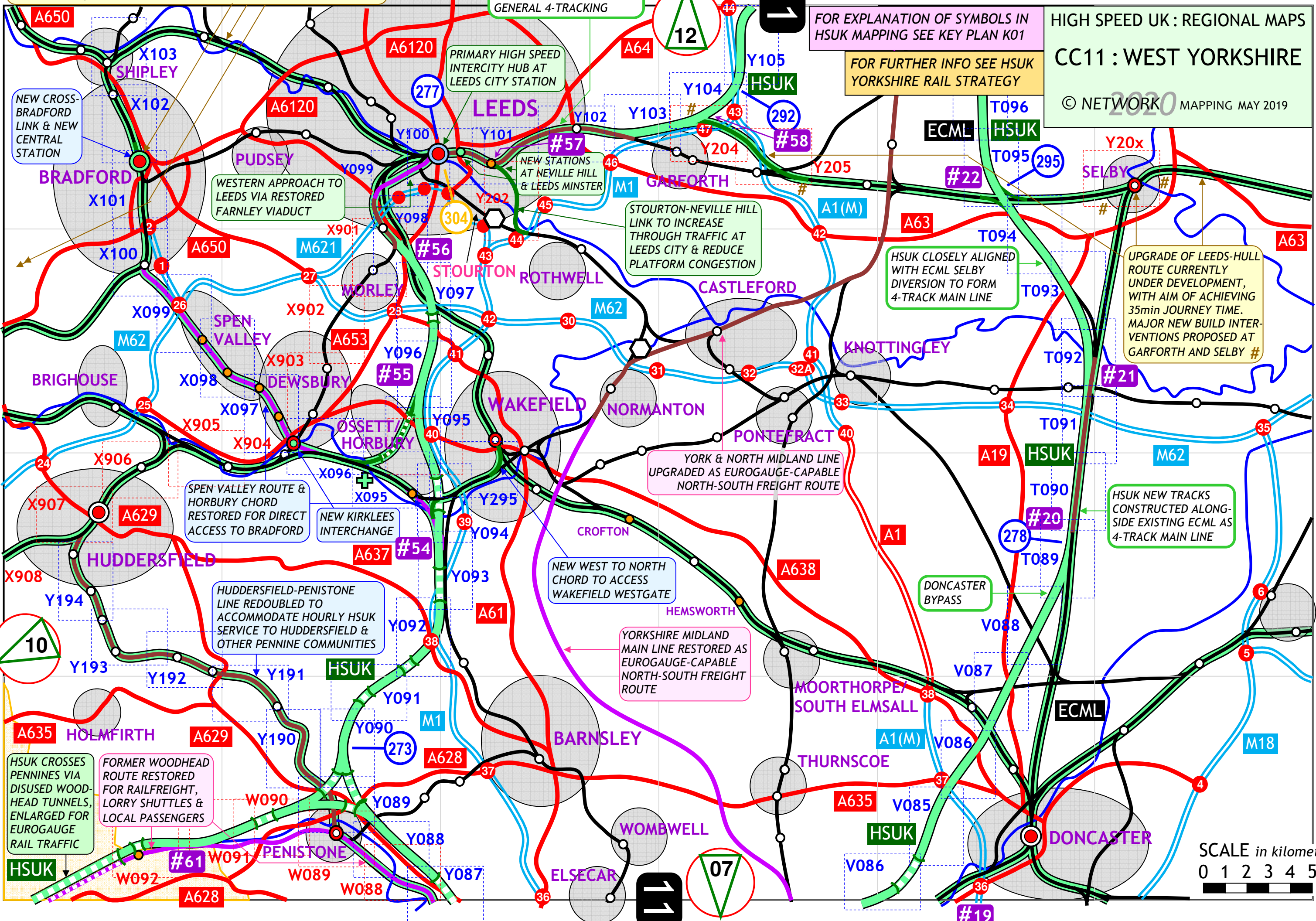


SECONDARY HSUK TRANSPENNINE ROUTE VIA AIRE VALLEY, CENTRAL BRADFORD & UPGRADED CALDER VALLEY ROUTE INCLUDING NEW 14km LONG TUNNEL, ACHIEVING 30min BRADFORD-MANCHESTER TIMING

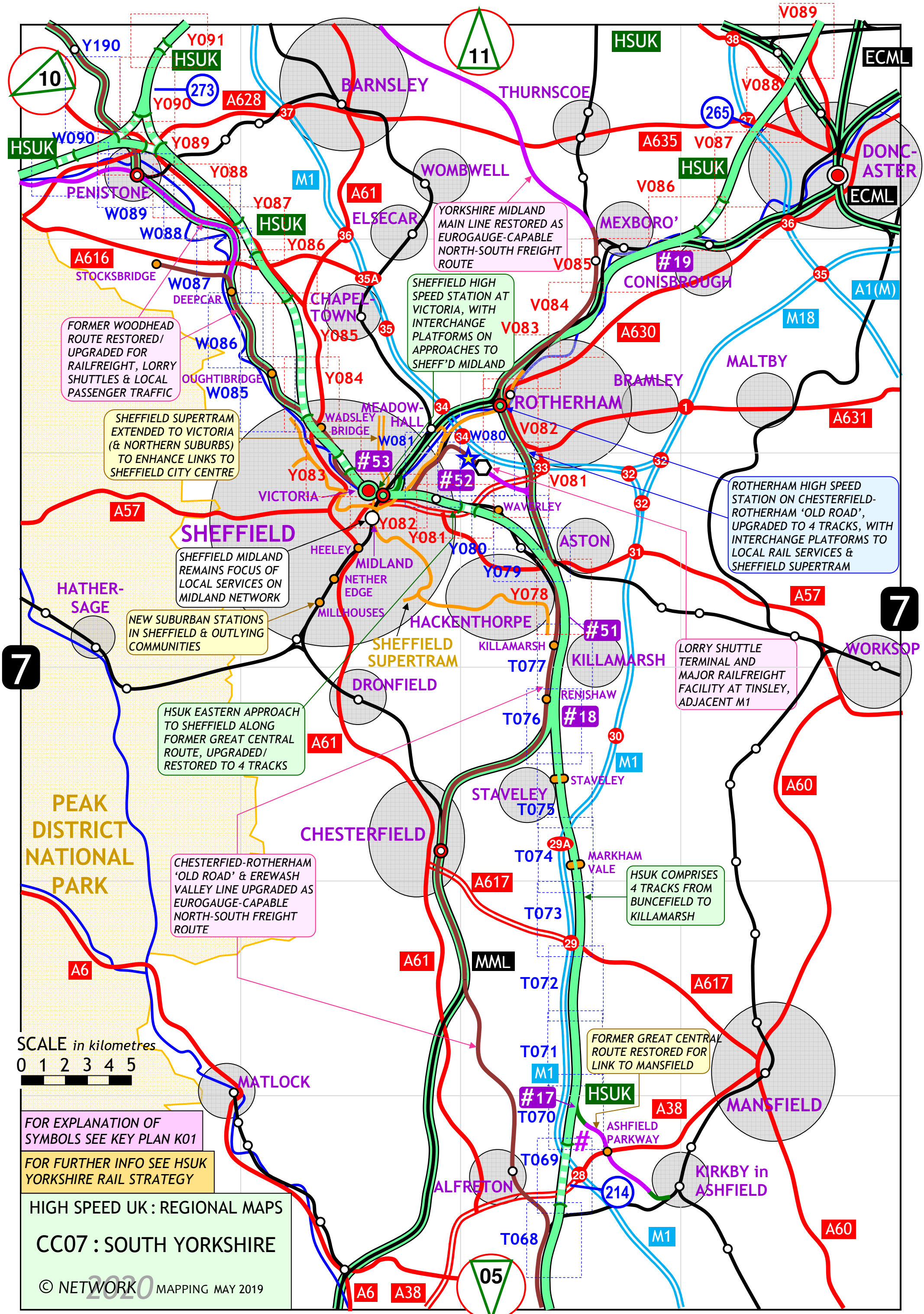
HSUK APPROACHES LEEDS FROM EAST ALONG EXISTING RAIL CORRIDOR WITH GENERAL 4-TRACKING

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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SCALE in kilometres
0 1 2 3 4 5



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

SHEFFIELD MIDLAND REMAINS FOCUS OF LOCAL SERVICES ON MIDLAND NETWORK

NEW SUBURBAN STATIONS IN SHEFFIELD & OUTLYING COMMUNITIES

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

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

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

ROTHERHAM HIGH SPEED STATION ON CHESTERFIELD-ROTHERHAM 'OLD ROAD', UPGRADED TO 4 TRACKS, WITH INTERCHANGE PLATFORMS TO LOCAL RAIL SERVICES & SHEFFIELD SUPERTRAM

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

HSUK COMPRISES 4 TRACKS FROM BUNCEFIELD TO KILLAMARSH

FORMER GREAT CENTRAL ROUTE RESTORED FOR LINK TO MANSFIELD

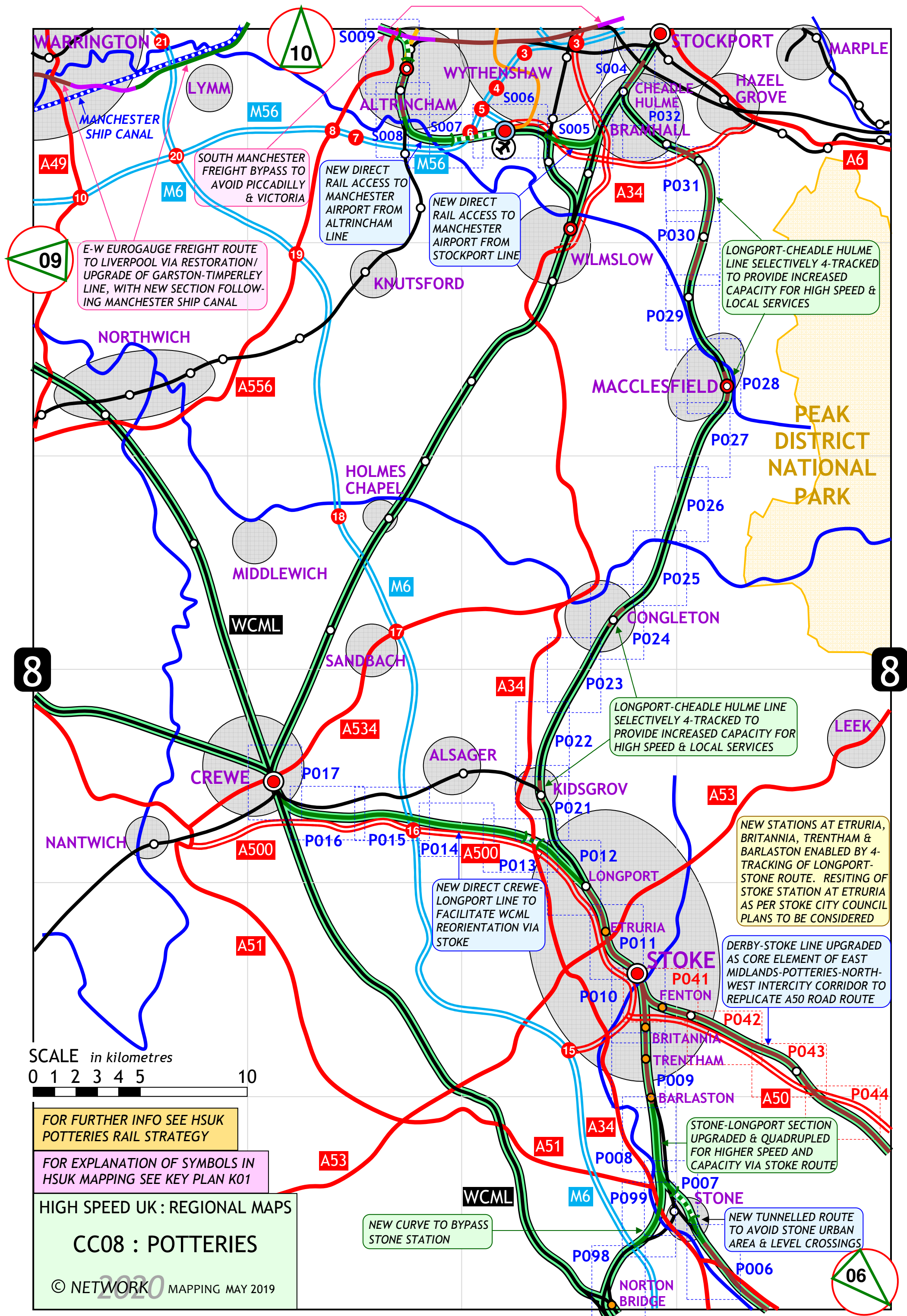
SCALE in kilometres
0 1 2 3 4 5

FOR EXPLANATION OF SYMBOLS SEE KEY PLAN K01

FOR FURTHER INFO SEE HSUK YORKSHIRE RAIL STRATEGY

HIGH SPEED UK: REGIONAL MAPS
CC07: SOUTH YORKSHIRE

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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

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

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

SCALE in kilometres
0 1 2 3 4 5 10

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

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