

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

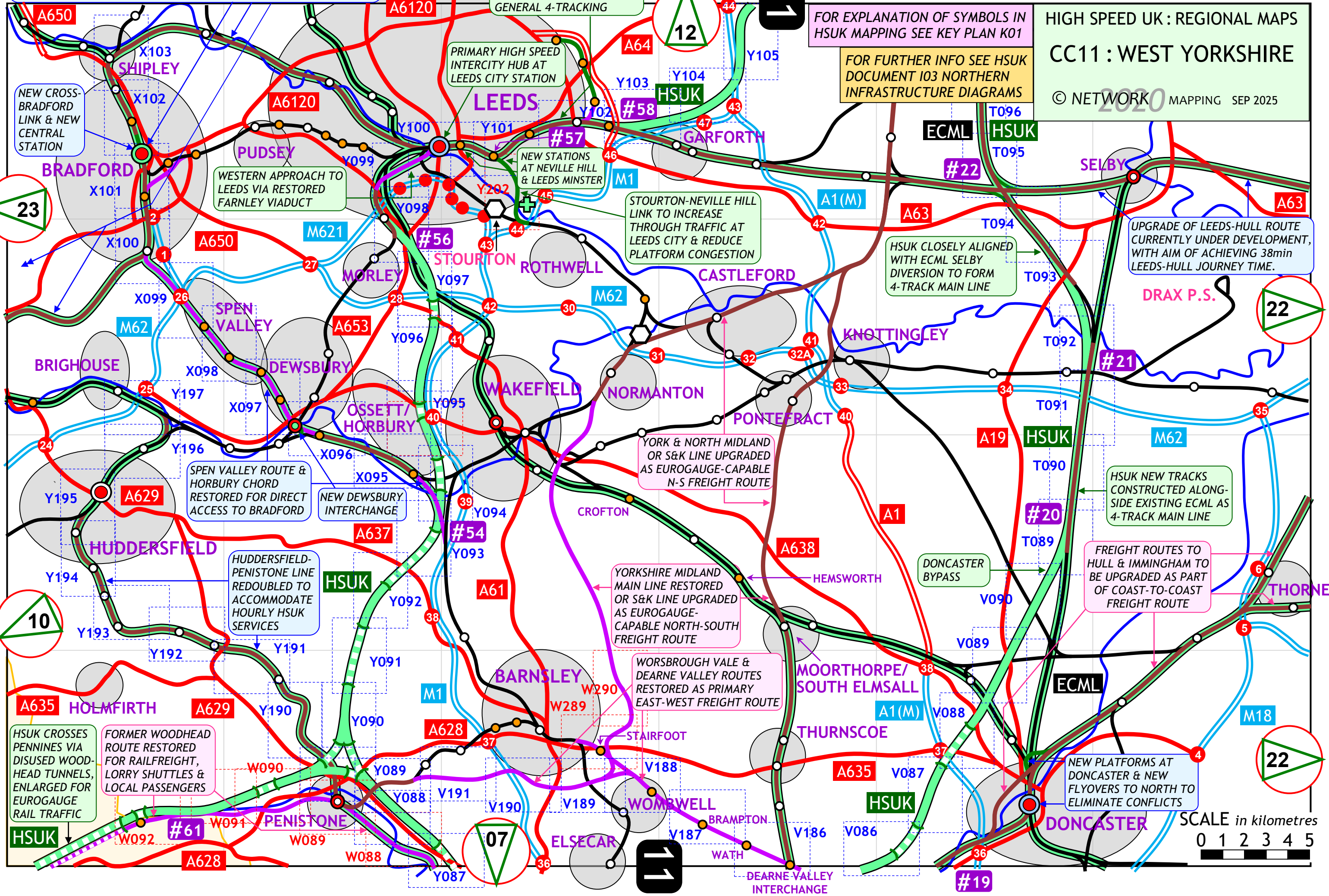
HSUK APPROACHES LEEDS FROM EAST ALONG EXISTING RAIL CORRIDOR WITH GENERAL 4-TRACKING

FOR EXPLANATION OF SYMBOLS IN HSUK MAPPING SEE KEY PLAN K01

HIGH SPEED UK : REGIONAL MAPS CC11 : WEST YORKSHIRE

FOR FURTHER INFO SEE HSUK DOCUMENT 103 NORTHERN INFRASTRUCTURE DIAGRAMS

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NEW CROSS-BRADFORD LINK & NEW CENTRAL STATION

WESTERN APPROACH TO LEEDS VIA RESTORED FARNLEY VIADUCT

PRIMARY HIGH SPEED INTERCITY HUB AT LEEDS CITY STATION

NEW STATIONS AT NEVILLE HILL & LEEDS MINSTER

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 38min LEEDS-HULL JOURNEY TIME.

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

NEW DEWSBURY INTERCHANGE

HUDDERSFIELD-PENISTONE LINE REDOUBLED TO ACCOMMODATE HOURLY HSUK SERVICES

YORKSHIRE MIDLAND MAIN LINE RESTORED OR S&K LINE UPGRADED AS EUROGAUGE-CAPABLE NORTH-SOUTH FREIGHT ROUTE

WORSBROUGH VALE & DEARNE VALLEY ROUTES RESTORED AS PRIMARY EAST-WEST FREIGHT ROUTE

FREIGHT ROUTES TO HULL & IMMINGHAM TO BE UPGRADED AS PART OF COAST-TO-COAST FREIGHT ROUTE

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

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

NEW PLATFORMS AT DONCASTER & NEW FLYOVERS TO NORTH TO ELIMINATE CONFLICTS

SCALE in kilometres
0 1 2 3 4 5