

Maximum Loadings of the HS Network

For the various HS routes, 16tph is regarded as the desirable maximum; any loading of that level or below should not be a matter for concern. Higher loadings may be permissible, but it is advisable to keep these under close review. Those higher loadings are:

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| • HS1/HS2/HS4/HS11 | Old Oak Common East Junction – Stratford HS South Junction | 18tph |
| • HS1/HS6 | York Way Junction – Hitchcock Lane Junction | 18tph |
| • HS2 | Old Oak Common North Junction – Water Orton South Junction | 17tph |
| • HS2 | Water Orton North Junction – Streethay Junction | 17tph |
| • HS3/HS7 | Nuthall North Junction – Beighton Junction | 18tph |
| • HS8/HS9 | Broughton Junction – Guide Bridge HS Junction | 18tph |
| • HS9 | Gelderd Rd. North Junction – Garforth West Junction | 18tph |
| • HS13 | Bankhead Junction – Robroyston Junction | 18tph |
| • HS14 | Perth station – Stanley Junction | 18tph |

The section of HS13 between Gyle and Kirkliston Junctions, with a loading of 28tph, is omitted as this will be 4-track from the outset.

The following pages contain the maps of the complete HS network, with those sections of maximum loading highlighted, in rose (like HS5) for 17tph and in yellow (like HS1) for 18tph. The first two sections in the above list are not highlighted as they wouldn't show up at this scale.

This shows clearly where further investment would be needed to provide even more capacity, should that be deemed necessary. The most obvious would be the section between Water Orton North Junction and Streethay Junction (c.12 miles in length), the quadrupling of which would enable a NW/SW service as well as the NE/SW one, with the services:

- 2tphG Manchester HS – Manchester Interchange – Crewe – Birmingham Interchange – Worcester Shrub Hill – Cheltenham Spa – Bristol Parkway HS – Cardiff HS – Port Talbot – Swansea
- 2tphG Liverpool Lime St. Crewe – Birmingham Interchange – Worcester Shrub Hill – Cheltenham Spa – Bristol Parkway HS – Bristol Temple Meads HS – Taunton – Exeter St. David's – Plymouth

This quadrupling would in any case be necessary if the HS2 Scottish extension were implemented.

A quadrupling that would be very beneficial but extremely expensive is between Guide Bridge HS Junction and Broughton Junction, where the two HS Transpennine routes share tracks. In particular, this would enable some or all of the [Dover –] Euston Cross – Manchester HS services to continue through to Bolton and Preston (and, maybe later, Scotland).

Enlarging to GC gauge the section between Beighton / Woodhouse Junction and Gainsborough would enable the Liverpool – Sheffield – Hull CC service to become GC.





