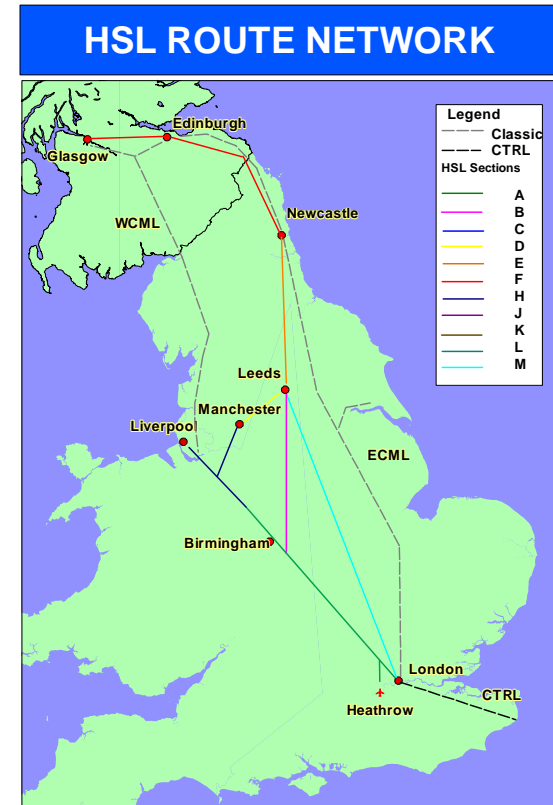


- ◆ additional stations to serve intermediate destinations add value;
- ◆ non-segregation – the use of classic rail to serve furthest destinations is more economic/affordable;
- ◆ a route that facilitates cross-country (i.e. non-London based) services adds benefits;
- ◆ phased development improves the economics;
- ◆ there is value in serving the West or East Midlands, even though they are relatively near to London.

HSL OPTIONS

- 4.13 The result of this process is a potential HSL network, shown in figure 4.1.
- 4.14 The route sections indicated can be combined into options in various ways, using sections of WCML and ECML where necessary, to allow services between London and Scotland to be operated.
- 4.15 Most options have the London to West Midlands section as a core route section. However, to ensure the widest geographical range of options is considered, an alternative first section to the east was also used for some options.
- 4.16 The way the route sections were combined into various options is illustrated opposite. Option 1 comprises new HSL infrastructure only for the route section from north

Figure 4.1 – Potential HSL Route Network



London to the West Midlands and Stafford, where it would link in to the WCML. This would allow HSL services to be operated from London to Birmingham, Manchester, Liverpool and Glasgow.