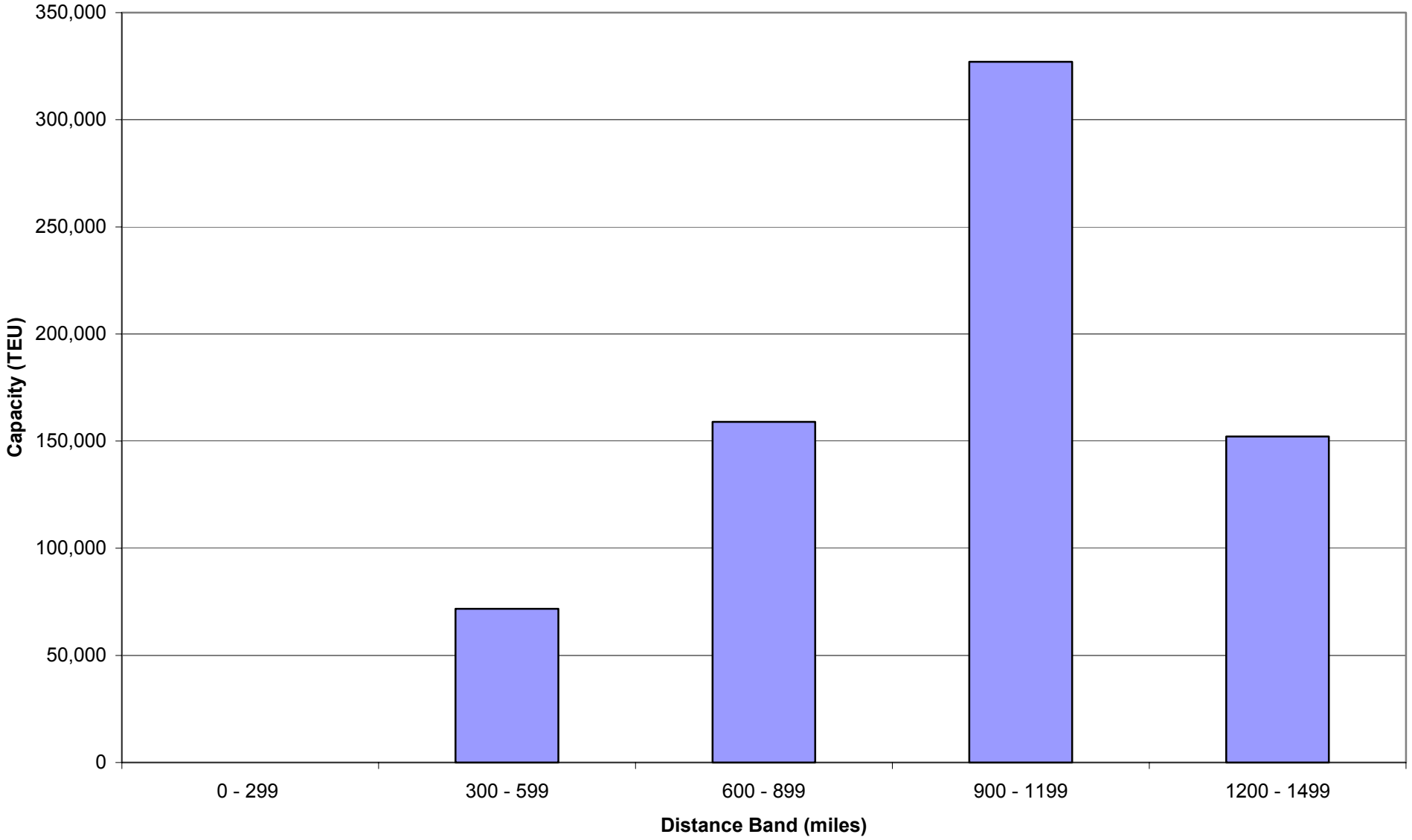
Freight train line integrated into the trans european railway network

Other railway line integrated into the trans european railway network

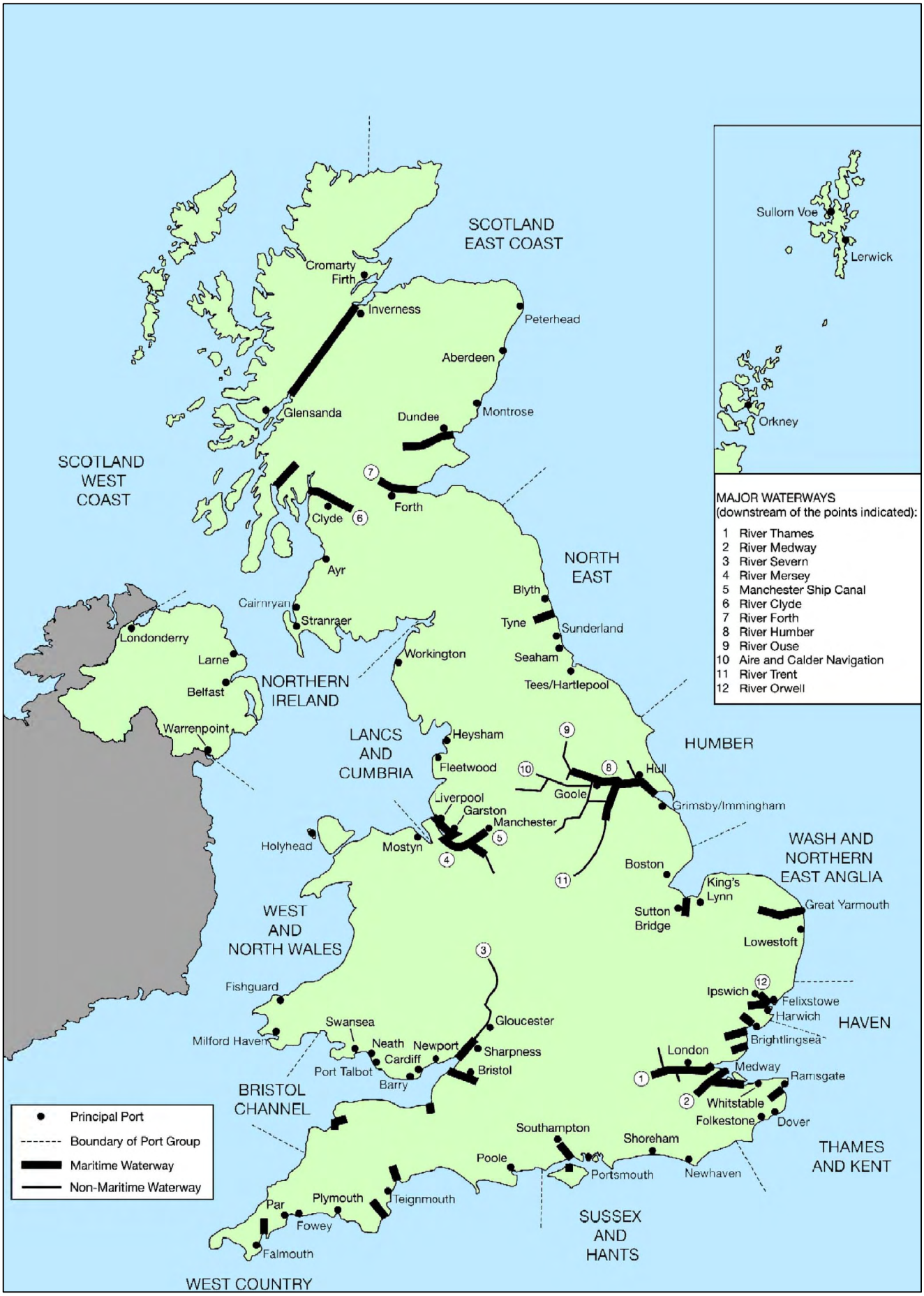
Other railway line open for european freight trains

0 200 400 600 Kilometers

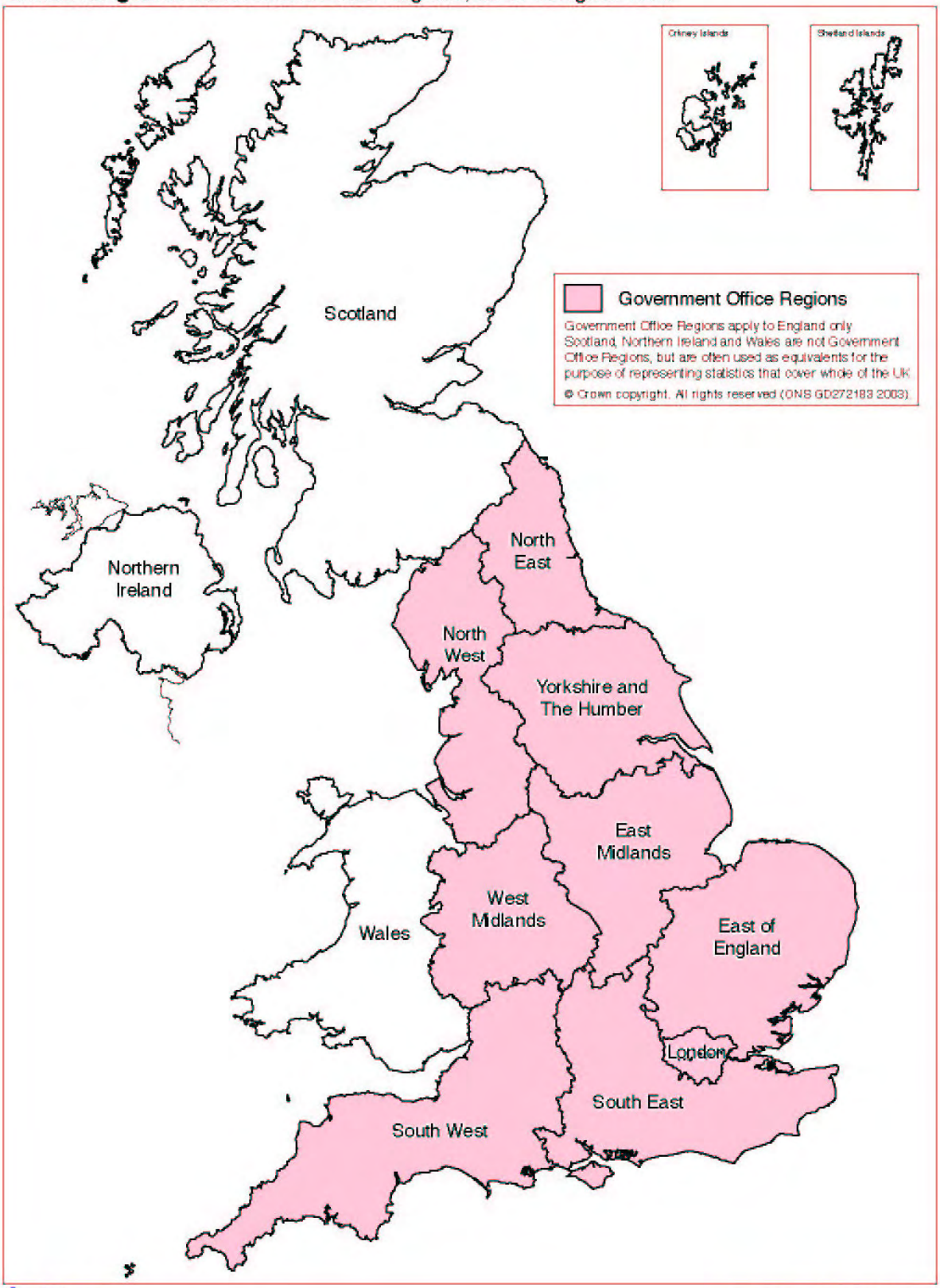


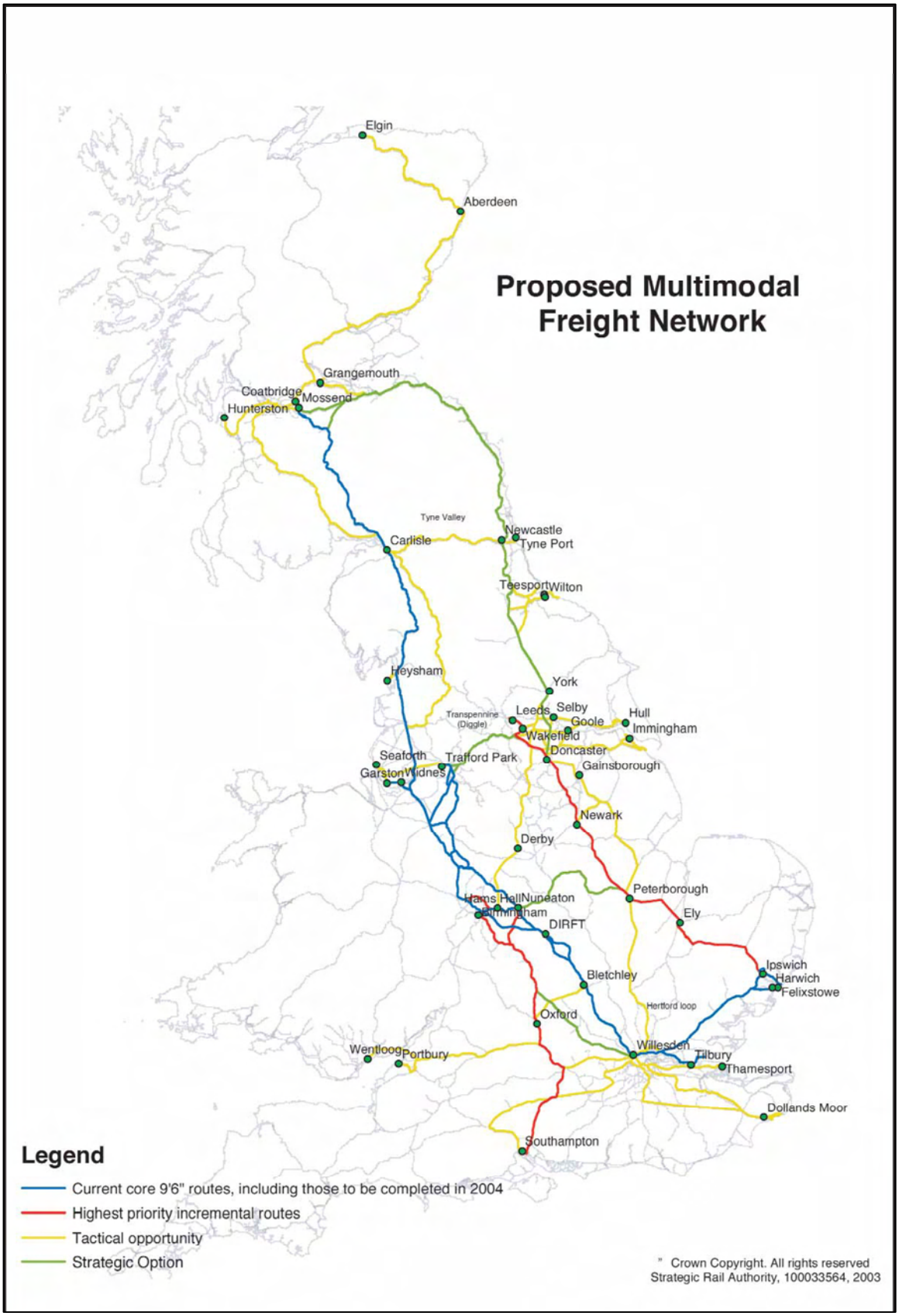
Coastal lift-on lift-off services ex Rotterdam by competing road distance

Fig 8.5


SCOTLAND EAST COAST
SCOTLAND WEST COAST
NORTH EAST
NORTHERN IRELAND
LANCS AND CUMBRIA
HUMBER
WASH AND NORTHERN EAST ANGLIA
WEST AND NORTH WALES
BRISTOL CHANNEL
HAVEN
THAMES AND KENT
SUSSEX AND HANTS
WEST COUNTRY
Cromarty Firth
Inverness
Peterhead
Aberdeen
Glensanda
Dundee
Montrose
Forth
Clyde
Ayr
Cairnryan
Stranraer
Londonderry
Larne
Belfast
Warrenpoint
Workington
Blyth
Tyne
Sunderland
Seaham
Tees/Hartlepool
Heysham
Fleetwood
Liverpool
Garston
Manchester
Goole
Hull
Grimsby/Immingham
Holyhead
Mostyn
Boston
King's Lynn
Sutton Bridge
Great Yarmouth
Lowestoft
Ipswich
Felixstowe
Harwich
Brightlingsea
London
Medway
Ramsgate
Whitstable
Folkestone
Dover
Fishguard
Milford Haven
Swansea
Neath
Port Talbot
Cardiff
Barry
Newport
Gloucester
Sharpness
Bristol
Southampton
Shoreham
Poole
Portsmouth
Newhaven
Par
Fowey
Falmouth
Plymouth
Teignmouth
Sullom Voe
Lerwick
Orkney
MAJOR WATERWAYS
(downstream of the points indicated):
1 River Thames
2 River Medway
3 River Severn
4 River Mersey
5 Manchester Ship Canal
6 River Clyde
7 River Forth
8 River Humber
9 River Ouse
10 Aire and Calder Navigation
11 River Trent
12 River Orwell
Principal Port
Boundary of Port Group
Maritime Waterway
Non-Maritime Waterway

United Kingdom: Government Office Regions, as at 3 August 1998




Proposed Multimodal Freight Network
Elgin
Aberdeen
Grangemouth
Coatbridge
Mossend
Hunterston
Tyne Valley
Carlisle
Newcastle
Tyne Port
Teesport
Wilton
Heysham
York
Leeds
Selby
Goole
Hull
Immingham
Transpennine (Diggle)
Wakefield
Doncaster
Gainsborough
Seaforth
Garston
Widnes
Trafford Park
Newark
Derby
Hams Hall
Nuneaton
Birmingham
DIRFT
Peterborough
Ely
Ipswich
Harwich
Felixstowe
Bletchley
Hertford loop
Oxford
Willesden
Tilbury
Thamesport
Wentloog
Portbury
Dollands Moor
Southampton
Legend
Current core 9'6" routes, including those to be completed in 2004
Highest priority incremental routes
Tactical opportunity
Strategic Option
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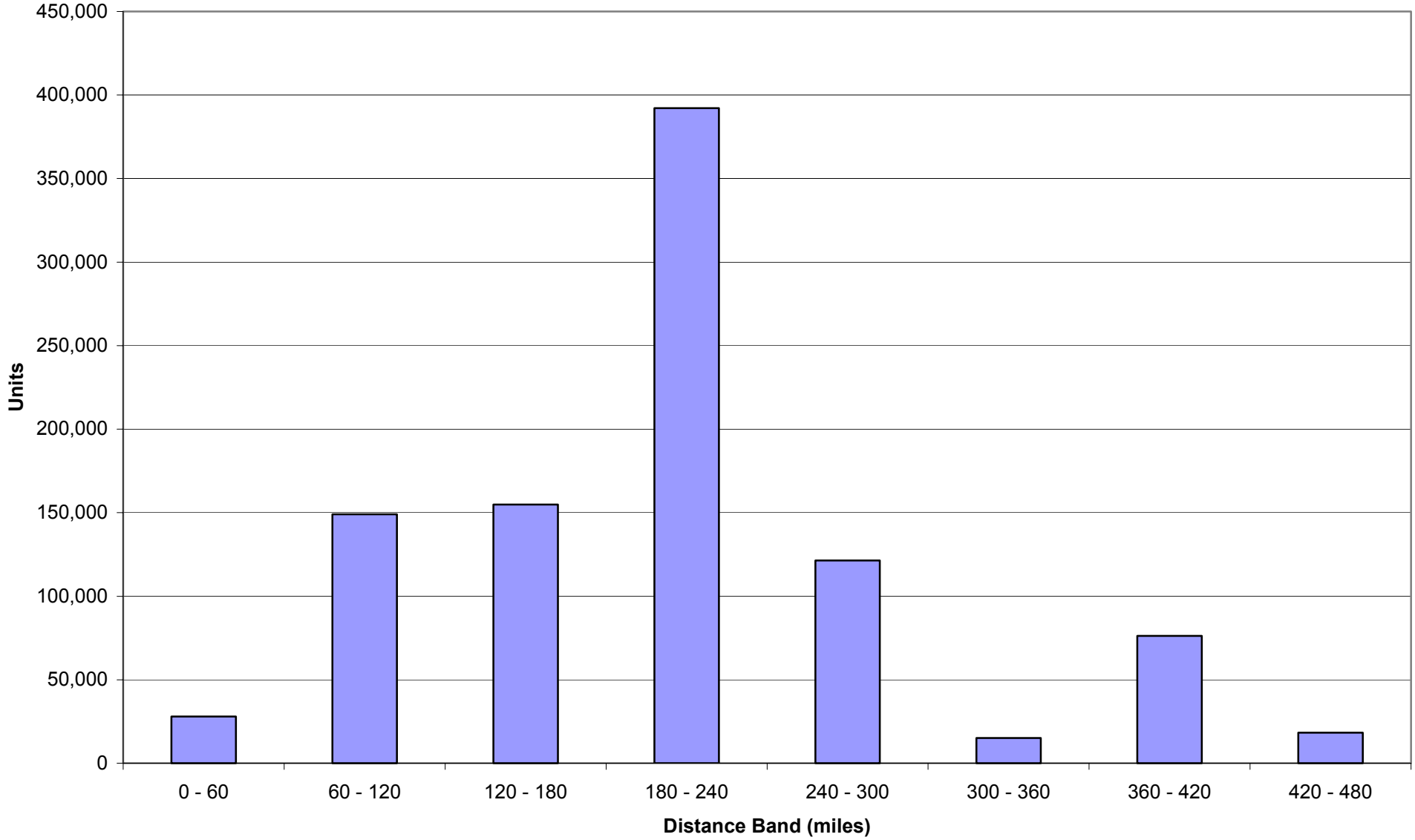
Strategic Rail Authority, 100033564, 2003



Halcrow

Length of rail haul distribution for containers to and from United Kingdom ports

Fig 8.9

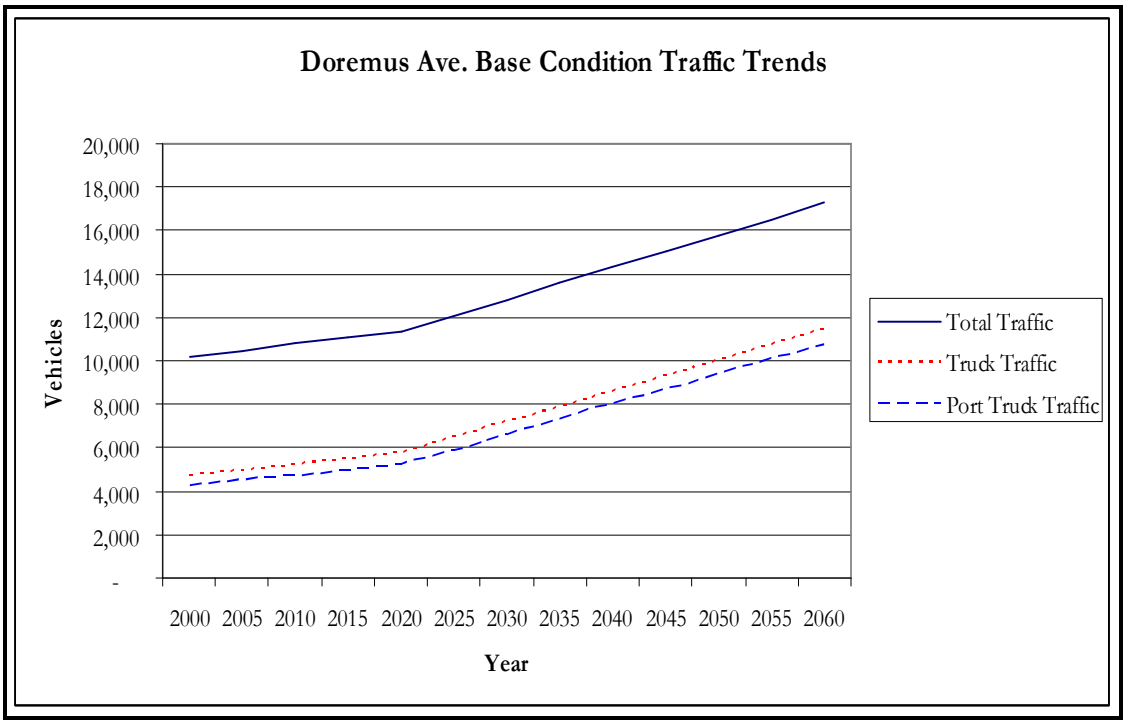


Fig. 9.1 **Doremus avenue base condition traffic trends – example**

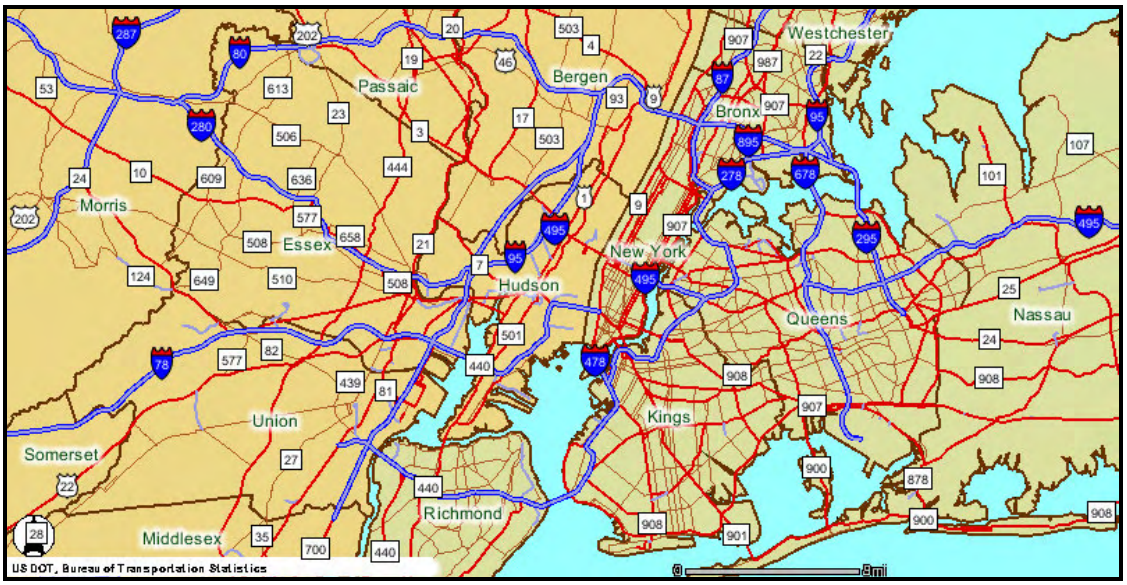


Fig. 9.2 **National Highway System in the vicinity of the port**

Fig. 9.3 Major river and channel crossings