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| **Дата** | | *21.04.2020* |
| **Учебная дисциплина** | | *Английский язык* |
| **Урок №** | | *83, 84* |
| **Тема урока** | | *83. Железные дороги в Великобритании.*  *84. Чтение текста по теме с извлечением основной информации.* |
| **Задание** | | ***Прочитайте и переведите текст***  ***“*** ***Route choices ”.***   1. ***Составьте пересказ текста.*** |
| **Источник (ссылка)** | | *См.прикреплённые документы* |

## Route choices

The promoters of both wheel-on-rail and maglev systems in the UK, and the technology-agnostic studies that have been commissioned by government departments and third parties, have concentrated on the North-South axis of the UK for the first route. There is some disagreement on whether a single central route, both west and east coast routes or a single S-shaped route taking in the major population centres (as proposed by maglev promoters) should be constructed first.

All studies have argued that a hub at [Heathrow Airport](http://en.wikipedia.org/wiki/Heathrow_Airport) would be desirable as both an interchange for air services and local rail services to the west and south of [London](http://en.wikipedia.org/wiki/London). The Atkins study has identified routes to the [West Midlands](http://en.wikipedia.org/wiki/West_Midlands_(region)), [Liverpool](http://en.wikipedia.org/wiki/Liverpool) and [Manchester](http://en.wikipedia.org/wiki/Manchester) as being capacity constrained by 2015 and this is almost certainly where the first HSL will be required. Atkins also recommended having two routes, one each side of the [Pennines](http://en.wikipedia.org/wiki/Pennines). The study recommends against a trunk and branch structure.

Various route options between London and Birmingham have also been suggested, some incorporating an intermediate stop in the vicinity of either Oxford (a city of international prominence), or Northampton (being roughly half-way), or at another point which will allow convenient interchange with the national rail network (E.g. Bicester, for both the [Chiltern Main Line](http://en.wikipedia.org/wiki/Chiltern_Main_Line) and [East West Rail Link](http://en.wikipedia.org/wiki/East_West_Rail_Consortium)).

The Maglev option promoted by UK Ultraspeed takes a route from London to Manchester, with a branch to Liverpool, then directly across the Pennines to [Leeds](http://en.wikipedia.org/wiki/Leeds), with a branch to [Sheffield](http://en.wikipedia.org/wiki/Sheffield), before heading north east to [Teesside](http://en.wikipedia.org/wiki/Teesside) and [Tyneside](http://en.wikipedia.org/wiki/Tyneside) then north to [Edinburgh](http://en.wikipedia.org/wiki/Edinburgh) and [Glasgow](http://en.wikipedia.org/wiki/Glasgow). The Atkins study includes a trans-Pennine option, but puts more emphasis on a line through the [East Midlands](http://en.wikipedia.org/wiki/East_Midlands) to Sheffield, Leeds and then north on a similar trajectory to that of the maglev.

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