



HIGH SPEED TWO PHASE ONE INFORMATION PAPER

D12: TRACK POSSESSIONS FOR HS2 PHASE ONE ENGINEERING WORK

This Information Paper summarises the Promoter's general approach to possessions required to implement the Proposed Scheme for HS2 Phase One. It also describes the possessions that were estimated to be required at the time the HS2 Bill was deposited in November 2013 and provides an indication of the likely effects on rail passenger services.

The actual possessions needed for Phase One of HS2 will not match those described in this paper, but will be determined by the same approach as set out in section 2.

This paper was prepared in relation to the promotion of the Bill for Phase One of the scheme which is now enacted. Although the contents were maintained and updated as considered appropriate during the passage of the Bill (including shortly prior to the enactment of the Bill in February 2017) the contents are now historic and are no longer maintained.

If you have any queries about this paper or about how it might apply to you, please contact the HS2 Helpdesk in the first instance.

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D12: TRACK POSSESSIONS FOR HS2

PHASE ONE ENGINEERING WORK

1. Introduction

- 1.1. High Speed Two (HS2) is the Government's proposal for a new, high speed north-south railway. The proposal is being taken forward in two phases: Phase One will connect London with Birmingham and the West Midlands and Phase Two will extend the route to Manchester, Leeds and beyond.
- 1.2. HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works to a Development Agreement made with the Secretary of State for Transport.
- 1.3. In November 2013, HS2 Ltd deposited a hybrid Bill¹ with Parliament to seek powers for the construction and operation of Phase One of HS2 (sometimes referred to as 'the Proposed Scheme'). The Bill is the culmination of nearly six years of work, including an Environmental Impact Assessment (EIA), the results of which were reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs), which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed Scheme.
- 1.4. The Bill is being promoted through Parliament by the Secretary of State for Transport (the 'Promoter'). The Secretary of State will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill.
- 1.5. This body is known as the 'nominated undertaker'. There may well be more than one nominated undertaker – for example, HS2 Ltd could become the nominated undertaker for the main railway works, while Network Rail could become the nominated undertaker for works to an existing station such as Euston. But whoever they are, all nominated undertakers will be bound by the obligations contained in the Bill and the policies established in the EMRs.
- 1.6. These information papers have been produced to explain the commitments made in the Bill and the EMRs and how they will be applied to the design and construction of the Proposed Scheme. They also provide information about the Proposed Scheme itself, the powers contained in the Bill and how particular decisions about the project have been reached.

¹The High Speed Rail (London – West Midlands) Bill, hereafter 'the Bill'.

2. Possessions

- 2.1. This Information Paper summarises the Promoter's approach to engineering access "possessions"². It also describes the possessions that, at the time the HS2 Bill was deposited in November 2013, were estimated to be required to implement the Proposed Scheme and provides an indication of their likely effects on existing rail passenger services.
- 2.2. While the majority of HS2 Phase One construction will not affect the existing railway, possessions will be needed where works to the existing railway are necessary, such as around Euston and Old Oak Common, to build junctions or to cross other lines.
- 2.3. As many as possible of these works will be undertaken in the normal night time and weekend maintenance periods so as to minimise disruption to passenger and freight services. However, for certain major HS2 works that cannot be accommodated within these maintenance periods, weekend possessions of a day's duration or longer will be required to implement Phase One. For the purpose of this analysis, weekend possessions are either:
 - 24-28 hours (one day); or
 - 40-72 hours (2-3 days, a whole weekend, or – in the case of 72 hours – a bank holiday weekend).
- 2.4. Possessions will be booked by or through Network Rail (NR) in accordance with standard industry processes. The works will either be undertaken by NR on the Promoter's behalf or they will be managed in accordance with standard railway 'asset protection' processes which ensure that NR and its customers are appropriately protected. It is anticipated that NR's existing obligations will influence the way the HS2 works are undertaken. This includes the obligations in its network licence issued by the Office of Rail Regulation.
- 2.5. The possessions planning process includes consultation with the wider railway industry, including operators and users, to ensure that the relevant information is provided, that the possessions are considered in the context of wider railway operations, and that appropriate mitigation measures are put in place. Where compensation is due for the impacts of possessions on operators, it is anticipated such compensation will be provided in accordance with standard industry processes.

² Where a section of rail line is required for maintenance, repair or renewal, trains cannot run when the line is handed over to the engineering contractors, who take possession for a specified period. Each closure period is known as a 'possession'. In this paper, possessions longer than a weekend are described as 'blockades'.

3. Estimated requirement for weekend possessions envisaged at Bill deposit

- 3.1. Table 3.1 comprises a high level estimate of possessions required, the lines affected and a general indication of the likely disruption that were estimated to result in each case. It should be noted that the number and duration of possessions required could only be estimated at Bill deposit stage. Factors such as revisions to the engineering design, more detailed construction planning, uncertainty over approval processes or unforeseen delays during construction can all affect the timing and duration of the possessions.

Table 3.1 – November 2013 estimate of HS2 Phase One weekend possession requirement

Works	Total weekend possessions	Indicative date	Lines affected	Indicative disruption to passenger services during closure
Euston Station remodelling enabling works	19 1 x one day 18 x all-weekend	2015-2017	West Coast Main Line	Mixture of full and partial closures with some trains diverted to other termini.
Old Oak Common Connection to and realignment of Great Western Main Line	33 (+ 13 half-day) 4 x one day 29 x all-weekend	2021-2025	Great Western Main Line Crossrail	Services reduced so that they can be accommodated on two tracks. Occasional full closure with some trains diverted to other termini.
West Ruislip to Princes Risborough Predominately bridge works	17 6 x one day 11 x all-weekend	2016-2022	Chiltern Lines	Mixture of full and partial closures. Some diversions with replacement bus service to cover affected stations
Bicester/Aylesbury to Calvert Bridge over HS2, depot connections and bridge works	47 (+ 1 half day) 28 x one day 19 x all-weekend	2017-2020	Any future services on East West Railway	Currently freight only. Passenger services may be affected on implementation of East-West Railway.
Coventry to Leamington Spa Bridge works	4 4 x all-weekends	2018	Coventry to Leamington Line	Total closures. Replacement bus services
Derby to Birmingham lines Predominately bridge works and connections to new rail excavation	32 13 x one day 19 x all-weekend	2017-2022	Derby to Birmingham lines	Mixture of full and partial closures. CrossCountry and freight services diverted.

Works	Total weekend possessions	Indicative date	Lines affected	Indicative disruption to passenger services during closure
material/construction depots				
Handsacre area	31	2018-2019	West Coast Main Line	Mixture of full and partial closures of WCML at Handsacre with trains diverted via Birmingham/Wolverhampton.
Fly-over junction to WCML	1 x one day 30 x all-weekend			

- 3.2. On the basis of this analysis, the total number of weekend possessions that would be needed to implement the HS2 Phase One Proposed Scheme is set out in Figures 3.2 below³.

Table 3.2 Total weekend possessions to implement Phase One of HS2, excluding half-day weekends

Duration	Passenger lines	Freight lines	Total
One day weekend	46	30	76
2-3 day weekend	87	20	107
Total	133	50	183

Note: These totals do not include the 14 half-day weekend possessions (13 for Old Oak Common and one for Calvert), but do include 31 possessions affecting freight lines.

- 3.3. Where possible, disruption to train services will be minimised by planning the possessions to coincide with times when the railway lines are closed in any event for other maintenance or renewal work. Opportunities to do this will vary depending on how much other work is planned. At Handsacre, for instance, scope is likely to be limited as this part of the West Coast Main Line is normally closed for renewal work only on bank holidays. On lines where major works are planned, the scope will be greater, but HS2 Phase One will need to recognise the cumulative effect on passengers and operators of disruption.

Blockades

- 3.4. Two longer possessions (known as 'blockades') were also envisaged, but neither affects passenger services:
- Stechford to Aston (Birmingham) – to demolish existing brick arches and replace them with a new bridge over the HS2 line – a one-week closure currently programmed for 2017-2018. This is a freight route that is also

³It should be noted that the totals differ from Figure 6.5 (p.131) of the HS2 Strategic Case total for Phase One (223 weekends) as the Strategic Case included 30 weekend and 10 one day possessions on the North London Line to implement the HS1-HS2 Link. This is no longer part of the Proposed Scheme but, otherwise, the estimated possessions reported in this Information Paper are those prepared for the HS2 Strategic Case and deposit of the Bill in Autumn 2013.

occasionally used as a passenger diversionary route when other lines are closed; and

- Euston Station Siding between platforms 15 & 16 that is used for storing empty trains to be closed for 2-3 weeks to realign Platform 15.

4. More information

- 4.1. More detail on the Bill and related documents can be found at: www.gov.uk/HS2