



# HIGH SPEED TWO

## PHASE 2a INFORMATION PAPER

### A2: STRATEGIC CASE FOR PHASE 2a

This paper outlines the strategic case for the Proposed Scheme, including improvements to capacity, connectivity and economic growth.

It will be of particular interest to those potentially affected by the Government's proposals for high speed rail.

This paper was prepared in relation to the promotion of the High Speed Rail (West Midlands-Crewe) Bill which is now enacted. It was finalised at Royal Assent and no further changes will be made.

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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# A2: STRATEGIC CASE FOR PHASE 2a

## 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 phases: Phase One will connect London with Birmingham and the West Midlands. Phase 2a will extend the route to Crewe. Phase 2b will extend the route to Manchester, Leeds and beyond. The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act 2017.
- 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 July 2017, the Government introduced a hybrid Bill<sup>1</sup> to Parliament to seek powers for the construction and operation of Phase 2a of HS2 (the Proposed Scheme). The Proposed Scheme is a railway starting at Fradley at its southern end. At the northern end it connects with the West Coast Main Line (WCML) south of Crewe to allow HS2 services to join the WCML and call at Crewe Station. North of this junction with the WCML, the Proposed Scheme continues to a tunnel portal south of Crewe.
- 1.4. The work to produce the Bill includes an Environmental Impact Assessment (EIA), the results of which are reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs)<sup>2</sup>, which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed Scheme.
- 1.5. The Secretary of State for Transport is the Promoter of the Bill through Parliament. The Promoter will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill. This body is known as the 'nominated undertaker'. The nominated undertaker will be bound by the obligations contained in the Bill and the policies established in the EMRs. There may be more than one nominated undertaker.
- 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 the Proposed Scheme have been reached.

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<sup>1</sup> The High Speed Rail (West Midlands – Crewe) Bill, hereafter 'the Bill'.

<sup>2</sup> For more information on the EMRs, please see Information Paper E1: Control of Environmental Impacts.

## 2. Overview

- 2.1. This information paper outlines the strategic case for the Proposed Scheme, including the key benefits and economic case for the scheme. This paper also outlines information on the released capacity delivered as a result of the Proposed Scheme, interaction with the Government's Industrial Strategy, and the Proposed Scheme as a catalyst for growth.

## 3. The strategic case

- 3.1. HS2 is a new high speed rail network for the UK, connecting London with major cities in the Midlands and the north of England. It is a Y-shaped network that will be delivered in several stages. Trains will also run beyond the Y network to serve places such as Stafford, Liverpool, Preston, Newcastle and cities in Scotland.
- 3.2. The key objectives of HS2 are to:
  - provide sufficient capacity to meet long term rail demand and to improve resilience and reliability across the network;
  - improve connectivity by delivering better journey times and making travel easier; and
  - and therefore boost economic growth across the UK.
- 3.3. In 2015, the Government decided to accelerate the construction and coming into operation of the Phase 2 route between the West Midlands and Crewe (known as Phase 2a), to bring the benefits of HS2 to the northern cities and regions sooner. The Government has now introduced a hybrid Bill to seek powers for construction and operation of Phase 2a – the Proposed Scheme.
- 3.4. The Proposed Scheme is the western section of Phase Two between the West Midlands and Crewe, comprising approximately 58km (36 miles) of HS2 main line (including the connection which would form the first section of Phase 2b) and two spurs (approximately 6km, 4 miles) south of Crewe that will allow trains to transfer between the HS2 main line and the West Coast Main Line (WCML).
- 3.5. When the Proposed Scheme opens in 2031, HS2 journeys north of Birmingham will be up to 13 minutes faster than they will be following the construction of Phase One of HS2. The indicative journey time between Crewe and London will be cut from 90 minutes today, to 55 minutes in 2031.
- 3.6. At the time of the deposit of the hybrid Bill, the economic modelling showed that the Proposed Scheme offers value for money with a benefit-cost-ratio of 1.9, when wider economic improvements are considered. That is a conservative figure as our modelling has to make the hypothetical assumption that Phase 2b of HS2 is not built. The reality is that Government is committed to building a Y shaped network, which means the benefits generated by the Proposed Scheme will be much higher. Further details of this can be found on the Government website for the Phase 2a Outline Business Case.

- 3.7. HS2 will contribute to Government's objectives to promote economic growth in the UK. The Proposed Scheme will bring more capacity and faster journey times to cities served by HS2 on the Western Leg. It will also bring benefits to the many cities that are in turn connected to Birmingham and Crewe in particular.

## 4. Adding capacity and connectivity

- 4.1. The Proposed Scheme has the potential to relieve some of the pressure on a particularly constrained section of the WCML, and to deliver additional capacity, reliability and performance benefits to the railway over and above the benefits from faster journey times. Despite the significant WCML upgrade work that was completed in 2009, there are a number of infrastructure constraints between the West Midlands and Crewe that currently impact on the capacity and performance of the WCML. These restrictions limit the timetable that can be run and the number of train paths available. They also impact on the resilience and performance of the WCML.
- 4.2. When completed, the Proposed Scheme will deliver faster journeys beyond the HS2 network to Manchester, Liverpool, Preston, Warrington, Wigan, Stoke-on-Trent (and Macclesfield) and Glasgow. Long distance trains will run on dedicated high speed track as far as Crewe before re-joining the classic network. By building the Proposed Scheme six years earlier than planned, the cities in the North of England and Scotland will see the benefits of HS2 more quickly.
- 4.3. Building to Crewe improves connectivity to a number of cities served by conventional rail from Crewe station. Crewe is already a key gateway station for the North West, allowing interchange between services to London, Manchester and Scotland; Chester and Liverpool; Stoke-on-Trent, Stafford and Derby; South Wales; and Shrewsbury and North Wales. It also serves a critically important role for national rail freight operations, with much of the freight traffic on the WCML routed through Basford Hall Yard, immediately south of Crewe.

### *Released capacity on the existing network*

- 4.4. As well as faster journeys, the Proposed Scheme will also release capacity on the conventional rail network. Depending on choices made, the Proposed Scheme could free up capacity including in the following areas. These are subject to future decisions about the railway.

- a) The Proposed Scheme extends the HS2 route from Birmingham to a junction with existing lines just to the south of Crewe station. This means that 6 trains per hour can be transferred onto HS2 lines, freeing up capacity on the WCML from Lichfield to Crewe.

This extra capacity on the WCML could be used to increase the frequency of services to Nuneaton, Tamworth, Lichfield and Rugeley from hourly to half-hourly or better, subject to capacity at Crewe or Stoke-on-Trent. In order to provide wider connectivity, these services could be combined with Manchester and Liverpool commuter services to the north and with London services to Northampton to the south.

- b) The capacity released by the Proposed Scheme could be used to increase the frequency of service from London to Chester, from one to two trains per hour. This service could be extended to destinations in North Wales.
- c) Capacity released by the Proposed Scheme could be used for freight services. Additional freight services from the London area, Southampton and from Felixstowe all make use of the constrained section of the WCML between Lichfield and Crewe. Expansion of freight services would be subject to constraints elsewhere on the network. For example, freight services beyond Crewe towards Liverpool would be possible if capacity improvements could be delivered between Crewe and Weaver Junction.

## 5. Crewe and Crewe Hub

- 5.1. The Bill includes works to the existing railway at Crewe to facilitate operation of Phase 2a services. The Government has previously given its support to the vision for a Crewe Hub, which would allow more HS2 trains to call at Crewe in addition to the two services each hour assumed in the business case for the Proposed Scheme. Please see Information Paper F1: Crewe for more information.

## 6. Supporting Government's Industrial Strategy

- 6.1. The Government is developing an industrial strategy that will support the industries that are of most value to our economy and promote them through trade, tax policy, skills, training, research and development and infrastructure. HS2 is a key part of this.
  - HS2 Ltd has engaged with over 3,500 businesses across the UK. Around 60% of contracts within the supply chain are expected to be awarded to small and medium enterprises (SMEs).
  - Bidders for major procurements are required to demonstrate how their proposals will contribute to the enhancement of the UK rail industry capability, employment and skills.
  - From September 2017 the National College for High Speed Rail in Birmingham and Doncaster will begin to offer a range of training opportunities, with the expected number of learners starting at around 100 for the 2017/18 academic year, and increasing to more than 1,000 new learners starting in 2021/22 academic year.
  - There will be 2,000 new apprenticeships as a result of the HS2 programme. 25,000 private sector jobs will be created to build HS2, and a further 3,000 jobs to operate HS2. Over 70% of the jobs created will be outside London. HS2 will leave a lasting legacy of skills and capability in the UK supply chain that will support future competitiveness and work.
- 6.2. The industrial strategy sets out how Government procurement can encourage innovation, completion, and investment in skills. HS2 is building on good practice adopted in major infrastructure programmes such as Crossrail, for

example ensuring the impact of procurement on the growth of small businesses and UK supply chains, skills and apprenticeships is taken into account when considering the value for money of different bids.

## **7. HS2 and the Proposed Scheme as a catalyst for regeneration**

- 7.1. The full HS2 network will bring new stations at Euston, Old Oak Common, Birmingham Interchange, Birmingham Curzon Street, Manchester and Leeds. To maximise the benefits of HS2 means integrating transport and growth planning. The Government is funding local growth strategies for areas around the stations, South Yorkshire, and the Northern Gateway Development Zone (which includes Crewe, Stafford and Stoke-on-Trent). Plans are already in place for the West Midlands and for Old Oak Common stations, delivering tens of thousands of jobs and homes.
- 7.2. For the Northern Gateway, HS2 has the potential to deliver 120,000 jobs and 100,000 housing units by 2040. It could give unrivalled, 360° connectivity through Crewe station. And it can transform the housing and jobs markets across the Constellation partnership. Constellation is a landmark partnership in Cheshire and North Staffordshire.

## **8. More information**

- 8.1. More detail on the Bill and related documents can be found at: [www.gov.uk/HS2](http://www.gov.uk/HS2)