

HS2 Phase 2a Information Paper – A Series Change Log – Last updated 11 February 2021

Ref	Information Paper Title	Date of change	Summary of changes	Version no.
A Series – Route Development				
A1	Development of the HS2 Proposed Scheme	11/02/2021	<p>Change of Logo Updated version Date of Publication</p> <p>Change on 3rd paragraph of Introduction text where it says “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of the Bill (including shortly prior to the enactment of the Bill in DATE) the contents are now historic and are no longer maintained.” this has been deleted and replaced with “ It was finalised at Royal Assent and no further changes will be made.”</p> <p>Paragraph 1.6 has been deleted “While the UK has notified its intention to withdraw from the European Union, the UK remains a member until withdrawal, meaning that rights and obligations under EU law apply until the date of departure. The Government has announced its intention to convert all EU law into UK law, through the “Great Repeal Bill”, so that the same rules and laws will apply on the day after exit as on the day before. It will then be for democratically elected representatives in the UK to decide on any changes to that law, after full scrutiny and proper debate.”</p>	1.1
A2	Strategic Case for Phase2a	11/02/2021	<p>Change of Logo Updated version Date of Publication</p> <p>Change on 3rd paragraph of Introduction text where it says “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of the Bill (including shortly prior to the enactment of the Bill in DATE) the contents are now historic and are no longer maintained.” this has been deleted and replaced with “ It was finalised at Royal Assent and no further changes will be made.”</p> <p>Paragraph 1.6 has been deleted “While the UK has notified its intention to withdraw from the European Union, the UK remains a member until withdrawal, meaning that rights and obligations under EU law apply until the date of departure. The Government has announced its intention to convert all EU law into UK law, through the “Great Repeal Bill”, so that the same rules and laws will apply on the day after exit as on the day before. It will then be for democratically elected representatives in the UK to decide on any changes to that law, after full scrutiny and proper debate.”</p> <p>Minor amendment to paragraph 3.5: From:- When the Proposed Scheme opens in 2027, 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 2027. In Phase One of HS2, the journey time between Crewe and London will be 68 minutes. To:- 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.</p> <p>Deletion of paragraph 3.6</p> <p>Minor amendment to paragraph 3.7 From:- At the time of the deposit of the hybrid Bill, the Economic modelling shows that the Proposed Scheme offers value for money with a benefit-cost-ratio of 1.9. 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. To:- 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.</p>	1.1

		<p>Minor amendment to paragraph 4.2:</p> <p>From:-</p> <p>From 2027, the Proposed Scheme will deliver faster journeys beyond the HS2 network to Manchester, Liverpool, Preston, Lancaster, 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.</p> <p>To:-</p> <p>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.</p> <p>Minor amendment to paragraph 5.1:</p> <p>From:</p> <p>The Bill includes works to the existing railway at Crewe to facilitate operation of Phase 2a services from 2027. 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.</p> <p>To:</p> <p>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.</p>	
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