



HIGH SPEED TWO

PHASE 2a INFORMATION PAPER

F5: FUTURE TRAIN SERVICE PATTERNS ON THE WEST COAST MAIN LINE CORRIDOR

This paper outlines the approach to re-designing the future train service patterns on the West Coast Main Line (WCML) when Phase One and Phase 2a of HS2 are operational.

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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F5: FUTURE TRAIN SERVICE PATTERNS ON THE WEST COAST MAIN LINE CORRIDOR

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 Bill¹ 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)², 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

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

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

Proposed Scheme itself, the powers contained in the Bill and how particular decisions about the Proposed Scheme have been reached.

2. Overview

- 2.1. This information paper sets out the approach to re-designing the future train service patterns on the West Coast Main Line (WCML) when Phase One and Phase 2a of HS2 are operational, including the opportunities this provides, the assumptions that are currently being made, and the process this re-design will follow.
- 2.2. The design of rail service patterns on the WCML is not within the scope of the Bill. The West Coast Train Operator (West Coast Partnership) will undertake the train service development work with HS2, Network Rail and the Department for Transport (DfT), and contribute to timetable planning.

3. The released capacity opportunity

- 3.1. When Phase One and Phase 2a of HS2 become operational, it is estimated that the railway could attract approximately half the passengers who would otherwise use WCML train services. This will not only significantly reduce crowding, but will create the opportunity to recast the WCML timetable to ensure the maximum benefit from this available capacity. The benefits of the high speed line are described in the Strategic Case, including the potential benefits for current and future WCML passengers and freight users. As set out in the Strategic Case, these benefits are significant, with opportunities for more commuting capacity, more regional journeys and more rail freight.
- 3.2. The DfT has set out the following high level principles to be used in order to ensure that service development makes best use of the released capacity that HS2 Phase One and Phase 2a deliver:
 - an aim that, wherever it is feasible, all places with a direct London service retain a broadly comparable or better service after Phases One and 2a open;
 - to provide additional commuter capacity where it is most needed;
 - to spread the benefits of long distance and inter-regional services to the many towns and cities that can be served by the available capacity created on the existing rail network;
 - to fully integrate Phases One and 2a services into the wider national rail network;
 - to provide potential capacity for growing rail freight sector requirements; and
 - to improve performance by making timetables more robust.
- 3.3. These principles align well with the range of objectives and considerations already in use in the rail industry for long term planning, access decisions,

franchising specification and timetable decisions. These objectives may change from time to time, and in view of the West Coast Partnership, HS2 Ltd expects these to be developed further.

- 3.4. For the latest view on the released capacity, reference should be made to the latest Business Case for each of the 'schemes'. The Strategic Case will set out a high level view of available capacity following implementation of Phase One and Phase 2a. It will however be for the industry to make best use of this through the timetable development process.

4. Assumptions

- 4.1. The West Coast Partnership will manage the implementation of train services envisaged as part of Phase One and for Phase 2a. No decision has yet been made in respect of who will manage the equivalent timetable development for later phases of HS2.
- 4.2. As part of this, the West Coast Partnership will undertake final development work for a timetable for Phase One and Phase 2a, which will be worked up with Network Rail (who will lead the actual timetabling process) and other industry partners, including HS2 Ltd.
- 4.3. It is assumed, in line with activities that led to the timetable changes on the WCML in December 2008, that there will be a complete 'recast' of the timetable. It is expected that this will enable the industry to prioritise the train service specification holistically, and enable an optimised timetable which meets capacity and performance requirements.

5. Key processes in future service planning

- 5.1. There are two timetable change dates each year on the GB network with a Principal Change Date (PCD) in December and a Subsidiary Change Date in May.
- 5.2. HS2 Ltd anticipate that train services would commence between 2029 and 2031 to align with Euston/Phase One.
- 5.3. There are a number of well-established statutory, regulatory and administrative procedures in use on the railway to ensure changes are made in a considered and structured way. These processes promote high-quality, demand-led service planning, and ensure that capacity allocation and timetabling decisions are fair and taken in line with statutory and regulatory duties.
- 5.4. In line with other timetable changes, and the development of that proposed timetable, it will be for the operator to develop the timetable in line with any arrangements set out by the DfT. Because the interfaces are significant between HS2 services and conventional services, no train operators, communities or station users on any part of the UK network can be assured that today's service pattern will continue in perpetuity. Train services have evolved, and should continue to do. This process is intended to optimise the timetable, taking into

account a number of factors, including yield, benefits to passengers, connection times and ensuring the maximum use of the infrastructure.

5.5. The key processes which currently operate to ensure good service and timetable design are:

A. Network Rail's Long Term Planning Process (LTPP)

As required by its regulated Network Licence, Network Rail uses this process to work with operators, local authorities and Local Enterprise Partnerships (LEPs) to develop scenarios for demand, agree priority uses for the capacity available and assess value for money options for investment.

B. The industry investment and output planning process for each regulated five-year Control Period (CP).

The rail industry is funded and regulated in five year Control Periods. Control Period 6 (CP6) started in 2019 and runs until 2024, when CP7 begins. The key statutory and regulatory processes include the issuing of the Secretary of State's High Level Output Specification and the Office of Rail and Road's Periodic Review and final determination. These processes set the funding available and the regulated outputs for Network Rail, establish investment priorities and set overall capacity, safety and performance outputs for the rail industry.

C. The regulated timetabling process and regulated track access decisions.

Before any train service can be introduced, it must be approved by the Office of Rail and Road (ORR) which has regard to its statutory duties in taking its decisions, and must take account of the results of consultation. The starting point for the timetabling process is the track access rights which are held by operators through their Track Access Agreements. Applications for track access rights are considered and determined by the ORR independently of Government.

In making a decision, the ORR is required to consider both its duties under Section 4 of the Railways Act, and any additional guidance issued by the Secretary of State.

6. Developing post-Phase One/2a services through the industry processes

6.1. In due course, train service timetables for the WCML corridor will be developed using the regulated railway timetabling processes that exist at the time.

6.2. Work undertaken by HS2 Ltd to inform the assessment of the capability of the infrastructure being built will inform the West Coast Partnership work on the detailed timetable work. This will ensure that they understand the necessary constraints.

- 6.3. Timetabling will also take account of the most up to date information on rolling stock performance and network capability. Timetables and service patterns are not fixed irrevocably and it is likely that timetables will continue to be reviewed and developed in light of operational experience, changes in demand, wider rail funding issues, new access applications, commercial aspirations, rail user priorities and government policy.

7. More information

- 7.1. More detail on the Bill and related documents can be found at: www.gov.uk/HS2
- 7.2. More detail on the LTPP operated by Network Rail can be found at www.networkrail.co.uk/Long-Term-Planning-Process/
- 7.3. More detail on the industry investment processes, the High Level Output Specification and the regulator's Periodic Reviews process can be found on the websites of the Office of Rail and Road: <http://orr.gov.uk/> and the Department for Transport: www.gov.uk/government/organisations/department-for-transport.