

HS2 Phase 2a Information Paper – F Series Change Log – 11 February 2021

Ref	Information Paper Title	Date of change	Summary of changes	Version no.
F Series – Operations				
F1	Crewe	15/02/2019	<p>Change of wordings on Para 1.6 from “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 European Union (Withdrawal) Act 2018 converts the body of existing EU law into domestic law and preserves the laws we have made in the UK to implement our EU obligations, once the UK exits the EU, 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>This has been changed to “ 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 European Union (Withdrawal) Act 2018 converts the body of existing EU law into domestic law and preserves the laws we have made in the UK to implement our EU obligations, once the UK exits the EU, so that the same rules and laws will apply on the day after exit as on the day before. It will then be for Parliament to decide on any changes to that law.”</p> <p>Para 3.3 delete “ without needing to cross all of the four existing lines at grade (which is one of the main ways capacity is ‘lost’ with the current layout at Crewe station); and” from second bullet point on Para 3.3</p> <p>Para 4.4 insert the word “order” in first bullet point</p> <p>Para 4.4 delete word “as many” and add “additional” on third bullet point.</p> <p>Para 4.4 delete word “as possible” third paragraph</p> <p>Para 4.5 amend wordings</p> <p>Para 5.0 deleted incorrect hyperlink.</p>	1.1
F1	Crewe	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of the Bill (including shortly prior to the enactment of the Bill in DATE) the contents are now historic and are no longer maintained.”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>	1.2
F2	Tunnels	15/02/2019	<p>Change of wordings on Para 1.6 from “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 European Union (Withdrawal) Act 2018 converts the body of existing EU law into domestic law and preserves the laws we have made in the UK to implement our EU obligations, once the UK exits the EU, 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>This has been changed to “ 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 European Union (Withdrawal) Act 2018 converts the body of existing EU law into domestic law and preserves the laws we have made in the UK to implement our EU obligations, once the UK exits the EU, so that the same rules and laws will apply on the day after exit as on the day before. It will then be for Parliament to decide on any changes to that law.”</p> <p>Para 5.4 updated to remove the following sentence “These types of machine have performed well on the Jubilee Line, HS1 and Crossrail projects.”</p>	1.1
F2	Tunnels	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>	1.2

			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."	
F3	Infrastructure maintenance and rail systems construction facilities	27/10/2017	<p>Added the following text:</p> <p>7.4 The Code of Construction Practice (CoCP) will require that a Route-wide Traffic Management Plan (TMP) be produced, in liaison with highway and traffic authorities and the emergency services. As appropriate, the plan will include:</p> <ul style="list-style-type: none"> • the means of managing lorry flows; • the requirement for vehicle and driver safety; • requirements for preparing workforce travel plans; • the strategy for design and consultation for traffic management (including the signing strategy for emergency service access and lorry wayfinding); and • the requirements for protecting highways. <p>7.5 Local TMPs will also be produced in liaison with highway and traffic authorities and the emergency services. As appropriate, these will include:</p> <ul style="list-style-type: none"> • contractors' construction flow assumptions; • the local routes to be used by large goods vehicles (approved where applicable), including lorry holding areas required for construction of the Proposed Scheme; and • significant works affecting roads and public rights of way, including temporary and permanent closures and diversions. <p>7.6 Contractors will be required to consider and, where reasonably practicable, mitigate noise generated by road-going construction traffic.</p> <p>7.7 Construction vehicles and their impact on road safety will be managed, monitored and controlled by:</p> <ul style="list-style-type: none"> • a vehicle monitoring system, to enable contractors to provide forecast and actual movement data as well as information on safety compliance; • vehicle flow monitoring, where there are specific restrictions on numbers of vehicles permitted to use a route; • vehicle identification; • driver training in vulnerable road user awareness, rural road driving and fuel efficiency; • requirements for vehicle safety equipment and blind spot minimisation; • the implementation of fleet operator quality schemes; and • the implementation of route and flow monitoring, including monitoring that the driver and vehicle safety requirements are being met. <p>7.8 For more information, please see Information Paper D3: Code of Construction Practice, Information Paper E3: Management of Traffic During Construction and Information Paper E8: Vehicle Flow Management and Safety Requirements During Construction.</p> <p>Added the final sentence to the following paragraph:</p> <p>7.15 The detailed design will be subject to the planning regime set out in Schedule 17 of the Bill. This means that the final plans and specification for the design of the IMB-R will be subject to local authority approval following Royal Assent. For more information, please see Information Paper B2: The Main Provisions of the Planning Regime.</p> <p>Added the final sentence to the following paragraph:</p> <p>8.10 Lighting will be required for all external working areas of the IMB-R, including general circulation areas and walkways, with enhanced lighting to loading areas. The height of lighting installations will be kept as low as possible to reduce light pollution and facilitate maintenance. Automatic lighting control systems, complete with photocells and time clocks, will be used to operate all external lighting. The external lighting at the IMB-R will satisfy the environmental guidance for a 'dark sky' lighting installation. The luminaires and their support systems will also be installed to reduce the visual impact of the lighting installation. LED or low energy lamps will be used for lighting in the external areas to reduce energy consumption. Permanent operational lighting is one of the matters subject to the planning regime set out in Schedule 17 of the Bill.</p>	1.1

F3	Infrastructure maintenance and rail systems construction facilities	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>	1.2
F4	Future Operation and Commercial Issues	15/02/2019	<p>Change of wordings on Para 1.6 from "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 European Union (Withdrawal) Act 2018 converts the body of existing EU law into domestic law and preserves the laws we have made in the UK to implement our EU obligations, once the UK exits the EU, 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>This has been changed to " 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 European Union (Withdrawal) Act 2018 converts the body of existing EU law into domestic law and preserves the laws we have made in the UK to implement our EU obligations, once the UK exits the EU, so that the same rules and laws will apply on the day after exit as on the day before. It will then be for Parliament to decide on any changes to that law."</p> <p>Para 5.4 editorial changes: added the word "affected" and inserted "and significant additional maintenance being undertaken. Therefore, such operations.." deleted "However"</p>	1.1
F4	Future Operation and Commercial Issues	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>Deletion of a line indicating the WCP has not yet been appointed:</p> <p>From:</p> <p>1.1 Whilst the long term commercial and operational structure for managing HS2 infrastructure has not been determined, the DfT has envisaged that the first stage of operation of Phase One and Phase 2a will be undertaken by the West Coast Partnership (the Intercity West Coast Franchise Operator) and work is ongoing to ensure that the scope encompasses this.</p> <p>To:</p> <p>1.1 Whilst the long term commercial and operational structure for managing HS2 infrastructure has not been determined, the DfT has envisaged that the first stage of operation of Phase One and Phase 2a will be undertaken by the West Coast Partnership.</p> <p>Correction of an historic typo:</p> <p>From:</p> <p>3.7 If appointed as Infrastructure Manager, HS2 Ltd intends to levy an Infrastructure Recovery Charge (IRC) on users of the HS2 Phase 2a infrastructure along with other charges which might form part of a track access charging regime. This will be subject to approval by the Office of Rail and Road , in line with the Railways Infrastructure (Access and Management) Regulations 2005.</p>	1.2

			<p>To:</p> <p>If appointed as Infrastructure Manager, HS2 Ltd intends to levy an Investment Recovery Charge (IRC) on users of the HS2 Phase 2a infrastructure along with other charges which might form part of a track access charging regime. This will be subject to approval by the Office of Rail and Road, in line with the Railways Infrastructure (Access and Management) Regulations 2005.</p> <p>Removal of the HS2 operational date:</p> <p>From:</p> <p>5.1. As outlined above, a commercial passenger train operator (The West Coast Partnership) is being procured to succeed the current operator of the Intercity West Coast Franchise at the end of the current Franchise term. This commercial partner will operate the Intercity West Coast Franchise and will lead the development and integration of the emerging HS2 passenger operations prior to revenue earning services starting in 2026, acting in effect as a 'Shadow Operator' for the passenger operations before services formally commence, when it will take on the role of Initial Operator.</p> <p>To:</p> <p>5.1. As outlined above, a commercial passenger train operator (The West Coast Partnership) is being procured to succeed the current operator of the Intercity West Coast Franchise at the end of the current Franchise term. This commercial partner will operate the Intercity West Coast Franchise and will lead the development and integration of the emerging HS2 passenger operations prior to revenue earning services starting, acting in effect as a 'Shadow Operator' for the passenger operations before services formally commence, when it will take on the role of Initial Operator.</p> <p>Indication that it is the WCP responsible for the TSS:</p> <p>From:</p> <p>5.3. Service requirements and the commercial terms will be developed as part of the procurement process and the ultimate design of the commercial agreements will need to reflect up-to-date information. Train service options will be developed in an open and consultative process that takes account of passenger, community and freight priorities across the whole GB Rail network.</p> <p>To:</p> <p>5.3. Service requirements and the commercial terms will be developed as part of the procurement process and the ultimate design of the commercial agreements will need to reflect up-to-date information. Train service options will be developed in an open and consultative process by the West Coast Partner that takes account of passenger, community and freight priorities across the whole GB Rail network.</p>	
F5	Future train service patterns on the WCML corridor	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>Amendments to paragraphs 2.2, 3.3, 4.1, 4.2 and 5.2.</p> <p>Minor amendment to part B and deletion of part C in paragraph 5.5.</p>	1.1
F6	Rail Freight Operations	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</p>	1.1

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