



Phase 2b Western Leg Information Paper

F5: Future operation and commercial issues

This paper outlines the current direction of policy for future operation and commercial structures in respect of the HS2 Phase 2b infrastructure and rolling stock.

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 (Crewe - Manchester) Bill. Content will be maintained and updated as considered appropriate during the passage of the Bill.

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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1 Introduction

- 1.1 High Speed Two (HS2) is the Government's scheme for a new, high speed north-south railway, which is being taken forward in a number of phases. Phase One will connect London with Birmingham and the West Midlands. Phase 2a will extend the route from the West Midlands to Crewe. The Phase 2b Western Leg will connect Crewe to Manchester. As set out in the Integrated Rail Plan, published in November 2021, HS2 East is proposed to deliver a new high speed line from the West Midlands to East Midlands Parkway.
- 1.2 HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works under the terms of a Development Agreement entered into with the Secretary of State for Transport.
- 1.3 The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act 2017 and Phase 2a by the High Speed Rail (West Midlands – Crewe) Act 2021.
- 1.4 In January 2022, the Government introduced a hybrid Bill to Parliament (hereafter referred to as 'the Bill'), to seek powers for the construction and operation of the Phase 2b Western Leg (the Proposed Scheme), which is called the High Speed Rail (Crewe – Manchester) Bill. The Proposed Scheme comprises the Phase 2b Western Leg from Crewe to Manchester and several off-route works. It also facilitates the delivery of Northern Powerhouse Rail by providing the Crewe Northern Connection and junctions and other infrastructure to be used in future schemes.
- 1.5 The work to produce the Bill includes an Equalities Impact Assessment and 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), which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed

Scheme. For more information on the EMRs please see Information Paper E1: Control of environmental impacts.

1.6 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'. There may be more than one nominated undertaker. However, any and all nominated undertakers will be bound by the obligations contained in the Bill, the policies established in the EMRs and any commitments provided in the information papers.

1.7 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 Proposed Scheme have been reached.

2 Overview

2.1 The information in this paper relates to the commercial and governmental bodies that may in future operate and manage this railway.

2.2 The current regulatory structure for the railway is set out in the Railways Act 1993 (as amended by the Railways Act 2005), with the railway regulated by the Office of Rail and Road, the independent regulator.

2.3 It is important to note that neither the Bill nor the EMRs contain provisions that determine how the Promoter will structure operations and asset management legally or commercially. As long as they are consistent with the wider legal and regulatory environment that applies to the Great British Railway network, a range of different approaches could be implemented for the Proposed Scheme without requiring any changes to the Bill or the existing regulatory structure.

3 Legislative framework

- 3.1 This paper reflects the legislative framework for rail and freight in place at the time of Bill deposit. The Williams-Shapps plan for rail, published in May 2021, proposed new legislation and changes to industry processes and frameworks. Should the legislative framework change during or shortly after the passage of the Bill, the position of HS2 will be confirmed as part of that process.

4 Infrastructure operations, asset management

- 4.1 The HS2 network will have a designated Infrastructure Manager, enabling safe and sustainable infrastructure that meets customers' expectations.

5 Rolling stock and depots

- 5.1 It is anticipated that rolling stock used for the operation of Phase One and 2a will also be used for the operation of the Western Leg of Phase 2b. Additionally, a further 55 units of rolling stock are required for the operation of the Proposed Scheme.
- 5.2 Furthermore, to support the efficient operation of the Proposed Scheme rolling stock facilities are also required. The rolling stock stabling facilities on the Proposed Scheme will be the Crewe North Rolling Stock Depot and the Annandale Depot.

6 Operation of train services

- 6.1 The West Coast Partnership is a franchise intended to run services on HS2 and the West Coast Main Line. It is expected to operate the Intercity West Coast Franchise and will lead the development and integration of the emerging HS2 passenger operations for Phase One and 2a 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.
- 6.2 Phase 2b is expected to become operational after the current franchise is concluded. A 'Proxy Operator' for Phase 2b will lead the development and integration of HS2 passenger operations for Phase 2b with the existing conventional and high speed passenger operations.

7 More information

- 7.1 More detail on the Bill and related documents can be found at www.gov.uk/hs2-phase2b-crewe-manchester.