



## Phase 2b Western Leg Information Paper

### F6: Future train service patterns on the West Coast Main Line

This paper outlines the approach to re-designing the future train service patterns on the West Coast Main Line (WCML) once Phase 2b of HS2 is 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 (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 This information paper sets out the approach to re-designing the future train service patterns on the West Coast Main Line (WCML) when the Proposed Scheme is operational.

## **3 Legislative framework**

3.1 This information 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 Rail service patterns**

4.1 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, Great British Railways and the Department for Transport (DfT) for Phase One and Phase 2a.

## **5 Timetable**

- 5.1 It is currently proposed that the timetable for HS2 passenger services for Phase 2b will be developed by Network Rail and HS2 Ltd and held by Network Rail in its role as system operator for the Great British Railway network, however this may be subject to change due to the Williams-Shapps plan for rail.

## **6 Released capacity opportunity**

- 6.1 Building HS2 frees up space on the existing railway by placing long distance services on their own pair of tracks. Once HS2 is operating, services can run much closer together, meaning there can be more rush hour trains, helping to relieve overcrowding. This is known as released capacity.
- 6.2 No decisions have yet been made on the released capacity opportunity from the Proposed Scheme, and development of the future train service and the industry process required may be subject to change due to the Williams-Shapps plan for rail.

## **7 More information**

- 7.1 More detail on the Bill and related documents can be found at [www.gov.uk/hs2-phase2b-crewe-manchester](http://www.gov.uk/hs2-phase2b-crewe-manchester).

## References

Great British Railways: Williams-Shapps plan for rail:

<https://www.gov.uk/government/publications/great-british-railways-williams-shapps-plan-for-rail>

Long Term Planning Process:

[www.networkrail.co.uk/Long-Term-Planning-Process/](http://www.networkrail.co.uk/Long-Term-Planning-Process/)

Office of Rail and Road

<http://orr.gov.uk/>