



Phase 2b Western Leg Information Paper

F3: Rolling stock stabling facilities

This paper outlines the proposals for the rolling stock stabling facilities required for the operation and maintenance of the Proposed Scheme. It explains the proposed locations of these depots and their purpose.

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 outlines the proposals for the rolling stock stabling facilities required for the operation and maintenance of the Proposed Scheme. It explains the proposed locations of these depots and their purpose.

3 Types of depot

3.1 The two main types of depot required for the operation and maintenance of the Proposed Scheme are:

- Rolling stock depots (RSDs) – facilities to be used for the maintenance and servicing of HS2 passenger trains (rolling stock) and to enable rolling stock to be stored (stabling) when not in use; and
- Infrastructure maintenance depots – facilities to be used for undertaking the maintenance of HS2 infrastructure such as track, overhead electrical equipment and other railway structures.

3.2 Infrastructure maintenance and rail systems construction facilities are not covered in this information paper. For further information on these facilities, see the Information Paper F4: Infrastructure maintenance and rail systems construction facilities.

4 Rolling stock facilities in the Crewe – Manchester hybrid Bill

4.1 There are different rolling stock facilities required across the Proposed Scheme and on the existing railway to support the efficient operation of the Proposed Scheme. These facilities vary in size and the types of activity carried out at them. The rolling stock stabling facilities on the Proposed Scheme would be:

- **Crewe North Rolling Stock Depot:** Crewe North Rolling Stock Depot (RSD) would be the main rolling stock stabling and maintenance facility on the Western Leg of Phase 2b. It would have up to twenty-seven 400m long sidings to stable up to 54 rolling stock units. The RSD would be approximately 65ha in size;
- **Annandale Depot:** Annandale Depot is a proposed train stabling depot in Scotland at Annandale off the West Coast Main Line. It is proposed that this depot would be approximately 80 hectares in size, with fourteen 400m sidings and stable up 28 units.
- **Stabling space on the conventional railway network:** HS2 rolling stock may also be stabled at strategic sites on the conventional railway to allow the circulation of HS2 trains to be more efficient, with shorter empty coaching stock movements to and from terminating stations and overnight stabling sites. For example, it is currently proposed that a small number of rolling stock units would be stabled at the existing Polmadie Depot near Glasgow to support service start and end at Glasgow, Edinburgh and Carlisle. A limited number of units may also be stabled at Carlisle station on the existing railway overnight to support service start and end.

4.2 Alongside the facilities above, HS2 rolling stock will also be maintained at the Washwood Heath RSD on the Phase One route (as authorised by the High Speed Rail (London – West Midlands) Act 2017).

4.3 It is proposed that there would be depots on the Proposed Scheme to support the maintenance of HS2 infrastructure, such as track. For more information on these facilities, please see Information Paper F4: Infrastructure maintenance and rail systems construction facilities.

5 Depot site requirements

5.1 The sites identified as potential rolling stock stabling on the Proposed Scheme were identified through a process of sifting.

5.2 In order to identify potentially suitable sites for the creation of a rolling stock stabling facility, the key requirements HS2 Ltd has assessed include:

- a large, flat site;
- preferably a brownfield rather than a greenfield site;
- located as close as feasible to where HS2 services will terminate or begin to minimise empty train movements;
- suitable for 24-hour working;
- accessible to workforce and the local transport network.

5.3 A number of alternative sites were evaluated before the use of the Crewe North, Annandale and Polmadie sites were proposed for rolling stock stabling. For further information on the alternatives that were tested to Crewe North RSD, please see the High Speed Two Phase 2b Crewe to Manchester West Midlands to Leeds Route refinements - HS2 Ltd's advice to Government report (July 2017). For further information on the alternatives to Annandale and Polmadie that were tested, please see the HS2 Western Leg Design Refinement Consultation (September 2020).

6 Rolling stock depot operations

- 6.1 Rolling Stock Depots would operate 24-hours a day, 7-days a week, and the majority of the work would be undertaken at night. This is because the majority of the HS2 rolling stock will be operational during the day, only returning to stabling facilities for overnight stabling after the railway stopped being operational each evening.
- 6.2 The works carried out to rolling stock at Crewe North RSD would be more extensive than elsewhere on the Proposed Scheme and would range from light cleaning, to heavy duty maintenance. Facilities at Crewe North RSD would include a maintenance shed to carry out light and heavy maintenance, cleaning and an auxiliary maintenance shed to carry out other train maintenance activities. Crewe North RSD would be where the majority of train drivers would be based and would start and end their shifts.
- 6.3 The works carried out at Annandale Depot would include overnight stabling, cleaning, light servicing, inspection and maintenance to rolling stock and equipment spares store.
- 6.4 At Polmadie Depot, rolling stock would be stabled overnight and some light maintenance may also be carried out, subject to the final fleet maintenance strategy. To support the efficient start and end of operations in the Carlisle area, trains will also be stabled at Carlisle station, where a reduced servicing regime will take place. This would typically involve interior cleaning only.

7 More information

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