

Depots

This factsheet outlines the emerging proposals for the depots required for the operation and maintenance of the Proposed Scheme. It explains the proposed locations of these depots and their purpose.

1 Introduction

- 1.1.1 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 'Proposed Scheme').
- 1.1.2 The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act (2017). In July 2017, the Government introduced a hybrid Bill to Parliament to seek powers for the construction and operation of Phase 2a. A hybrid Bill to seek powers for the construction and operation of Phase 2b is expected to be introduced to Parliament in 2020.
- 1.1.3 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.
- 1.1.4 The work to produce the Phase 2b Bill will include an Environmental Impact Assessment (EIA), the results of which will then be reported in an Environmental Statement (ES). The ES would be submitted alongside the Phase 2b Bill when it is introduced to Parliament. The emerging findings of the EIA were reported in a working draft Environmental Statement (WDES) that was consulted on in late 2018.
- 1.1.5 As was the case with Phase One and Phase 2a, when the Phase 2b Bill is introduced to Parliament, the Secretary of State will also publish draft Environmental Minimum Requirements (EMRs). The EMRs will set out the environmental and sustainability commitments that will be observed in the construction and operation of Phase 2b.
- 1.1.6 A series of information papers were produced for the Phase One and Phase 2a hybrid Bills, explaining the commitments made in those Bills and EMRs. It is the Secretary of State's intention to follow a similar process for the Phase 2b Bill. These information papers for Phase 2b will be used to provide information about Phase 2b itself, the powers contained in the Phase 2b Bill when it is introduced to Parliament and how decisions on Phase 2b have been reached. It is currently proposed that these information papers for Phase 2b will be published at the time the Phase 2b Bill is introduced in Parliament.
- 1.1.7 The Secretary of State for Transport will be 'the Promoter' of the Phase 2b Bill. The Promoter will also eventually appoint a body responsible for delivering the Proposed Scheme under the powers to be granted by the Phase 2b Bill. This body will be known as the 'nominated undertaker'. There may well be more than

one nominated undertaker. However, any and all nominated undertakers will be bound by the obligations contained in the Phase 2b Bill, the policies established in the Phase 2b EMRs and any commitments provided in the Phase 2b information papers.

- 1.1.8 These Phase 2b Factsheets have been produced to provide information on the emerging proposals for measures to manage the design process for Phase 2b and to control impacts which may arise from the construction and operation of the Proposed Scheme. These measures may then be applied to Phase 2b as commitments made through the eventual Phase 2b Bill, EMRs or information papers.

2 Overview

- 2.1.1 This factsheet outlines the emerging proposals for the depots 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

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

1. 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
2. Infrastructure maintenance depots (IMDs) – facilities to be used for undertaking the maintenance of HS2 infrastructure such as track, overhead electrical equipment and other railway structures.

- 3.1.2 In addition, smaller facilities such as Infrastructure Maintenance Bases - Rail (IMB-Rs) and rolling stock stabling facilities are expected to be required along the Proposed Scheme. For further information on IMB-Rs and temporary construction railheads please see the Phase 2b Factsheet: Infrastructure Maintenance and Rail Systems Construction Facilities.

4 Phase 2b depot locations

- 4.1.1 The proposals being developed for the Phase 2b route includes two RSDs, one on the western leg and one on the eastern leg. These form part of the wider circulation and stabling plan for the Proposed Scheme.

- 4.1.2 The proposed western leg RSD will be located at Crewe North¹. The proposed eastern leg RSD will be located at Leeds East².
- 4.1.3 In addition, HS2 rolling stock will be maintained at the Washwood Heath RSD on the Phase One route (as authorised by the Phase One hybrid Bill), and will be stabled at locations on the conventional rail network, where appropriate. In the current Design Refinement Consultation the Secretary of State is consulting on a proposal to stable HS2 rolling stock at an existing Network Rail depot at Heaton in Newcastle.
- 4.1.4 Stabling HS2 rolling stock at strategic sites on the conventional railway allows the circulation of HS2 trains to be more efficient, with shorter empty coaching stock movements to/from terminus stations to overnight stabling sites.
- 4.1.5 The Proposed Scheme also includes an IMD at Staveley on the eastern leg. This will facilitate the maintenance of this section of the Proposed Scheme.
- 4.1.6 The RSDs and IMD locations on the Proposed Scheme are shown in Figure 1 below.

¹ The relocation of the western leg RSD from Golborne to Crewe North was confirmed in July 2017: <https://www.gov.uk/government/publications/hs2-phase-2b-route-decision>

² The relocation of the eastern leg RSD from Crofton to Leeds East was confirmed in July 2018

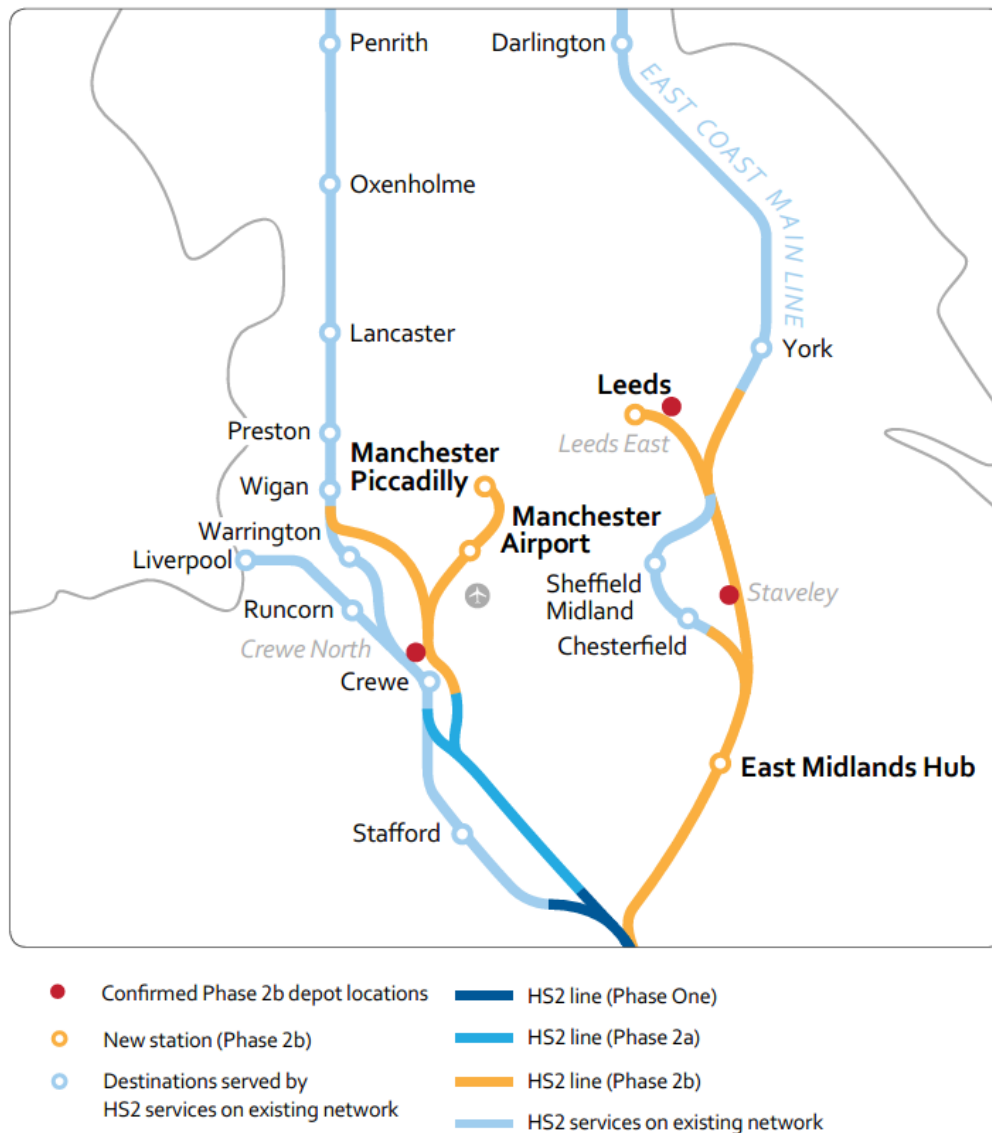


Figure 1: Phase 2b proposed Depot locations

5 Depot site requirements

- 5.1.1 The sites that are currently proposed to be used as IMDs or RSDs on the Proposed Scheme were identified through a process of sifting, and were subject to consultation on their location.
- 5.1.2 In order to identify these sites, 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 (in the case of RSDs);
- suitable for 24-hour working;
- connected to the conventional railway (in the case of IMDs); and
- accessible to workforce and the local transport network.

6 Depot operations

- 6.1.1 The depots would operate 24-hours a day, 7-days a week, and the majority of the work would be undertaken at night. In the case of the RSDs, this is because the majority of the HS2 rolling stock will be operational during the day, only returning to the RSDs for overnight stabling after the railway stopped being operational each evening. The works at the RSDs will range from light cleaning, to heavy duty maintenance.
- 6.1.2 In addition, the RSDs will be the base for the train drivers, and will be where they start and end their shifts each day.
- 6.1.3 IMDs will also be open 24-hours a day, 7-days-a-week. Engineering trains will normally be prepared during the day, and teams dispatched from the depot to work on the railway at around midnight each night and return before the closure of the maintenance window, at 04:59 Monday to Saturday and at 07:59 on Sunday. However, this may vary when responding to incidents and emergencies.

7 Environmental impacts

- 7.1.1 We are currently developing the hybrid Bill for Phase 2b, and undertaking an EIA of the Proposed Scheme. Through this, we are reviewing the potential impacts of depot operations and appropriate mitigation measures, which can be incorporated into the Proposed Scheme to reduce any potential impacts.

8 More information

- 8.1.1 Further factsheets and details on the Proposed Scheme can be found at: www.hs2.org.uk/phase2b