

**FOI17-1805 Attachment A – Disclosed information from the Development Agreement (2014 version): “Non-Routine Advice and Policy Support Functions Table”**

**ANNEX 6 : NON-ROUTINE ADVICE & POLICY SUPPORT FUNCTIONS TABLE**

This Annex sets out the Non-Routine Advice & Policy Support Functions Table as at the date of this Agreement.

Work package	Description of Task	Date added
<b>1. Phase One</b>		
<b>1.1 Old Oak Common Programme Review</b>	HS2 Ltd shall undertake a detailed review of the ‘Old Oak Common Build Programme’, to establish the viability of the proposal to retain a residual First Great Western facility for a period of time beyond December 2016.	December 2014
<b>1.2 Support for HAL negotiations</b>	HS2 Ltd shall support the Department for Transport (“ <u>DfT</u> ”) negotiations with Heathrow Airport Ltd (“ <u>HAL</u> ”) to reach a commercial settlement for the relocation of the Heathrow Express (HEX) depot to Langley. HS2 Ltd shall provide technical and commercial input to evaluate project options to support the DfT negotiations.	December 2014
<b>1.3 Advice on WCML Link</b>	<p>HS2 Ltd are remitted to work with Transport for London (“<u>TfL</u>”) and Network Rail to carry out additional feasibility work for the WCML – Crossrail Link. WCML – Crossrail Link project would create a link between the Great Western Main Line (“<u>GWML</u>”) and the West Coast Main Line (“<u>WCML</u>”) which would enable a number of Crossrail services to be extended to destinations on the WCML. The additional studies will include reviewing and developing stabling locations, station works and turnback options at Old Oak Common and at Watford Junction.</p> <p>In order to facilitate this, a revised set of Requirements, as agreed by the Old Oak Common Joint Sponsor Board, and initial high level demand modelling from TfL, will be provided. As part of the overall work programme, DfT, TfL and Network Rail will be developing: a business case (led by DfT); more detailed demand modelling (led by TfL); and a review of the train service specification (led by Network Rail).</p> <p>The final agreed report should be issued by 12th December 2014.</p>	December 2014

Work package	Description of Task	Date added
<b>1.4 Rolling Stock procurement decisions</b>	<p>HS2 Ltd shall provide advice to the SoS by way of a 'Rolling Stock and Depots Strategy', to support the SoS decisions on rolling stock and depots procurement, on:</p> <ul style="list-style-type: none"> <li>the potential for private finance of rolling stock and depots, in whole or in part;</li> <li>the cost and operational efficiencies or procuring one versus two types of train;</li> <li>the optimal fleet compositions in light of the Phase Two scope;</li> <li>sensitivity to Royal Assent timings for Phases One and Two;</li> <li>phasing scenarios for the fleet introduction for Phases One and Two;</li> <li>the optimal trade-off between journey time, maximum speed and demands for the Railway's services; and</li> <li>dwell time and platform height considerations.</li> </ul>	December 2014
<b>2. Development of Phase Two</b>		
<b>2.1 Phase Two consultation responses and design refinement</b>	HS2 Ltd should work with Network Rail to prepare advice to the SoS, as part of his consideration of the consultation responses on Phase Two, on potential refinements to the proposals for Phase Two and options to reduce the cost.	December 2014
<b>2.2 Crewe acceleration</b>	HS2 Ltd should work with Network Rail to prepare initial advice, in 2014, on the section of the Railway route between the West Midlands and Crewe and the feasibility for accelerating its construction to allow completion by 2027. HS2 Ltd should work with Network Rail in preparing this advice. HS2 Ltd should engage with stakeholders to ensure the evidence used and the options being developed are widely understood and accepted.	December 2014
<b>2.3 Crewe Hub</b>	HS2 Ltd should work with Network Rail to prepare advice, in 2014, on the feasibility of building a hub station at Crewe, including the benefits that could be delivered to the region and the cost implications to the Project for the connection into such a hub station. HS2 Ltd should engage with stakeholders to ensure the evidence used and the options being developed are widely understood and accepted.	December 2014
<b>3. Future Development</b>		

Work package	Description of Task	Date added
<b>3.1 Routes Between Northern England and Scotland</b>	<p>HS2 Ltd shall work with Network Rail, DfT and Transport Scotland to find a targeted package of high speed and upgrade improvements that could produce a positive outcome for northern England and Scotland, as well as be deliverable within DfT cost pressures and the wider HS2 Programme. The work shall also examine how a series of localised interventions could together incrementally build over time towards a longer term vision, for say a 3hr journey from London to Edinburgh and Glasgow.</p> <p>This work shall be delivered by the end of 2014 and is estimated to cost approximately £350,000.</p>	<p>December 2014</p>