

Why we are building HS2

Better journeys

HS2, Britain's new high-speed railway, is a strategic investment in our critical transport infrastructure. It will connect London and Birmingham and put passengers first with more reliable, faster and frequent services. HS2 trains will run on zero-carbon electricity helping to decarbonise the rail network.

The new line will free up space on the existing network to meet growing passenger demand, creating more room for local, regional and freight services, taking lorries off the roads.

Modern, eco-friendly flagship stations at Curzon Street, Interchange, Old Oak Common and Euston will act as transport hubs, putting hundreds of destinations in easy reach for travellers – and nearly halve the journey times between Birmingham and London to just 49 minutes.



Boosting the economy

HS2 is benefitting the economy: creating jobs, upskilling employees and spreading opportunities to UK businesses.

HS2 is a vital part of the government's mission to rebuild Britain and boost growth. By improving connections, the railway will create a corridor of economic opportunity between London and the West Midlands and promote social mobility. It will give people more freedom to choose where they live and work, and businesses more opportunities to trade and grow.



Building Britain's future

In the construction programme, more than 75% of tunnelling is complete and work has started on two-thirds of HS2's viaducts and over half of its bridges. Over 31,000 jobs are supported by the project and more than 3,400 UK-based businesses – including over 2,400 small and medium-size enterprises – are helping to build the railway.

HS2 is Britain's biggest infrastructure project and involves building major structures including 32 miles of tunnels, embankments, cuttings, bridges and viaducts. We've awarded contracts to develop HS2's rail systems – like track, signalling and power supplies – to operate our modern trains.



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Site overview

Canterbury Works Headhouse and Ventilation Shaft site. The following boards provide background information on the site and outline upcoming works and mitigations.

Where is the Canterbury Works site?

The Canterbury Works vent shaft is located in South Kilburn, behind Canterbury Road and Canterbury Terrace and next to the existing railway tracks.



What are we building?

We are building a ventilation shaft and headhouse at the Canterbury Works site.

Ventilation shafts and headhouses are an essential part of building a new railway and tunnel.

What is a ventilation shaft?

A ventilation (or vent) shaft is a vertical opening that connects the tunnels to the surface and open air. It uses fans located in a fan house to regulate air quality and temperature in the tunnels, provides access for emergency services and allows smoke to be extracted in the event of a fire.

What is a headhouse?

The headhouse is the building on top of the vent shaft. It contains the fire control and ventilation systems for the railway tunnels below. The headhouse will include the fan room.

When will the fans operate?

The fans will operate when extra ventilation is needed within the HS2 tunnels, during maintenance or during an emergency.

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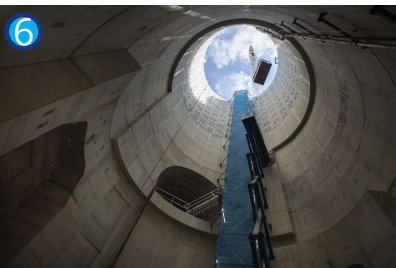
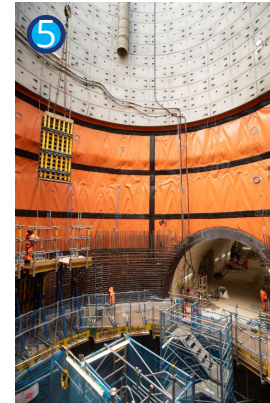
Works done so far

We began works to set up our Canterbury Works in summer 2020. Since then, we have:

- cleared vegetation and structures within the site boundary
- carried out work to protect utilities services from tunnelling
- reinforced the ground by sheet piling
- built the working platform and excavated to reach new ground level
- built the base slab for future vent shaft and headhouse construction

We brought works at the Canterbury Works vent shaft and headhouse to a 'safe stop' in September 2024, expecting to resume works in spring 2025. However, as part of a recent and ongoing review of the programme by HS2, we do not now expect works to resume in 2025. Our Canterbury Works vent shaft and headhouse site will remain in a safe stop.

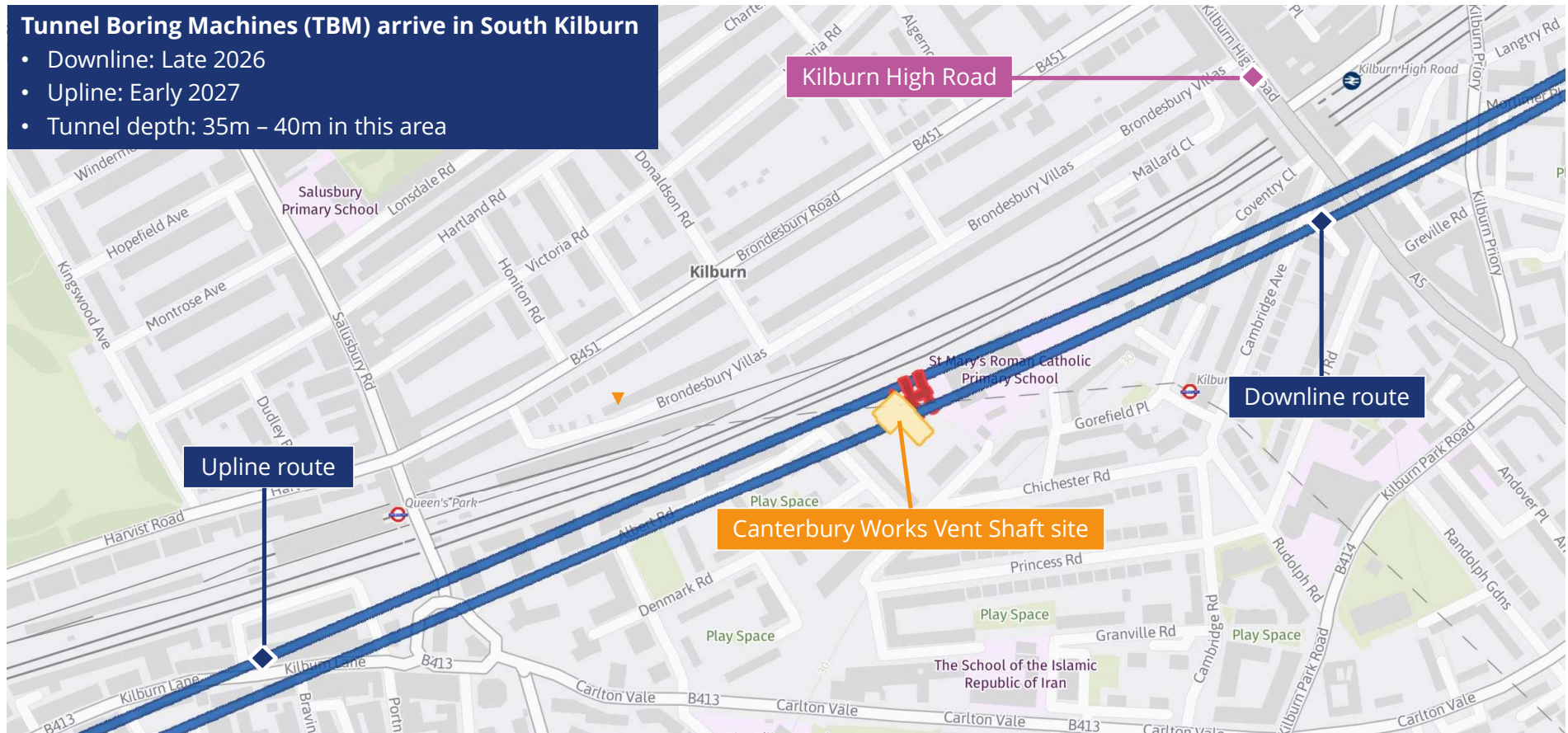
1. Ongoing site set up and de-vegetation work - 2021
2. Start of vent shaft construction and concrete collar - 2021
3. Ongoing shaft construction and start of sprayed concrete lining (SCL) - 2022
4. Below ground horizontal passages construction in the vent shaft - 2023
5. Waterproofing internal vent shaft structure - 2024
6. Secondary concrete lining in vent shaft - 2024
7. Secondary concrete lining in the below ground horizontal passages - 2024



Euston Tunnel route update*

Tunnel Boring Machines (TBM) arrive in South Kilburn

- Downline: Late 2026
- Upline: Early 2027
- Tunnel depth: 35m – 40m in this area



*These dates are correct as of the April 2025 programme and are subject to change throughout the duration of the project.

Keeping you informed

View our latest works updates

You can find out more about our ongoing and upcoming works at [HS2 in Brent and Ealing](#) website.

Virtual drop-ins

We are running virtual drop-ins on the third Wednesday of every month from 4pm to 6pm.

To book your 20-minute session where you can speak with our community engagement team, please visit: <https://www.hs2.org.uk/events/virtual-drop-ins-hs2-works-at-adelaide-road-and-south-kilburn-2/>

Contact us

You can contact the HS2 Helpdesk team all day, every day of the year on:

- Freephone: 08081 434 434
- Minicom: 08081 456 472
- Email: hs2enquiries@hs2.org.uk

