

Contact our HS2 Helpdesk team on **08081 434 434**

HS2 Update

Birmingham | Spring 2024

High Speed Two (HS2) is the new high speed railway for Britain. This update provides information about upcoming work on Phase 2b of the railway in Birmingham.

Lawley Middleway

We will soon begin works to install the Lawley Middleway Bridge this summer, which is part of the Curzon Street Station approach. The approach is the section of track that will lead trains in and out of Curzon Street station. The bridge is being built 'offline'.

Offline working means our construction activities will take place away from publicly accessible land, including local roads, which reduces disruption for road users and local people.

While works take place to push the bridge across, there will be a series of overnight road closures and a diversion route in place from 10pm-6am. The overnight closures are necessary to ensure we can carry out the work in a safe and controlled manner.

Our planned diversion route is approximately 15km in length and will take the A4540 Birmingham Ring Road in either direction to the Lawley Middleway Garrison Lane junction. We will introduce separate diversion routes for vehicles accessing and egressing Landor Street and Montague Street and pedestrians and cyclists.

Before the full closure, we will implement staggered overnight lane and footpath closures on Lawley Middleway to complete preparatory works. We will do the same after completing the bridge launch in order to finish our work. We'll be completing these preparatory works this month, you can view associated Advanced Works Notices (AWNs) by clicking [here](#).

Did you know? Self-Propelled Modular Transporters are specially designed vehicles which we use to move incredibly heavy objects like bridges. They are driven via remote control and have been used since the 1970s.



Artist impression of the Lawley Bridge

Upcoming works

For more information about upcoming works in Birmingham, please

Click [here](#) to view our Birmingham Spring

Construction Look-Ahead or scan the QR code below



Key works and traffic management



Aston Church Road

We are replacing the current bridge to make space for the HS2 railway to pass underneath. The new bridge will connect Saltley and Washwood Heath to Nechells.

Following public consultation, we have updated our initial designs to create a wider pedestrian and cycle crossing path and improved the lighting to boost safety. The improved lighting will also be directional protecting wildlife, such as bats, that may forage underneath the bridge, making it more environmentally friendly.

We have already engaged with the local authority, transport groups, places of worship, local schools, emergency services, local businesses and bus services, to make sure that they are aware of the upcoming closure and the potential impacts.

We will be holding engagement events for the local community later in 2024 and will continue to keep you informed during the closure. We will also address and respond to any enquiries we receive via the HS2 helpdesk.

We are currently building the bridge on our site to minimise disruption and will be moving it into position later this year. To dismantle the existing bridge, divert complex utility connections and connect the new bridge into Aston Church Road, we will need to close Aston Church Road for 14 months in autumn 2024. These timings are subject to change.

We will install temporary diversion routes for vehicles and pedestrians to facilitate construction. The diversion route will follow the A47 Heartlands Parkway, Saltley Viaduct and Washwood Heath Road.

Did you know...

HS2 works in partnership with Utility Asset Owners (UAOs) like BT, to plan, design and deliver utility works. Several necessary utility works on Aston Church Road are defined as non-contestable. To ensure the safety and the security of these non-contestable utility networks, including water, power, gas, and telecommunications, UAOs have to manage and deliver these works while avoiding periods of higher demand.



Aston Church Road over bridge progress

Jobs and skills

New employment hubs



The Department for Work and Pensions (DWP) has joined forces with HS2 to invest in three new dedicated Recruitment Hubs in the West Midlands.

The new Recruitment Hubs are co-located within the Washwood Heath, Birmingham Summer Row (Jewellery Quarter) and Chelmsley Wood Job Centres. 1,414 formerly unemployed people in the West Midlands have now benefitted from training and employment initiatives that have helped them to kickstart new careers.

Over a third of the entire workforce helping to deliver HS2 are based at worksites in the West Midlands and thousands more jobs are still to be created locally as work to build Curzon Street Station, Interchange Station and the Washwood Heath campus gathers momentum in 2024.

Find out more by visiting www.hs2.org.uk/jobs-and-skills or by scanning the QR code.



Meet our 4,000th apprentice

As February marked National Apprentice Week, we would like to showcase the success of 19-year-old Millie Bayliss from Kingstanding who has been named as the 4,000th unemployed person to secure a job on HS2. Having made the tough decision not to go to university, Millie was out of work for eight months.



Millie Bayliss overlooking Curzon Street construction site in Birmingham

Millie joined Balfour Beatty VINCI (BBV), as facilities assistant but in just six months, she secured a promotion and progressed into a new role as data support analyst. She now works alongside a team of highly skilled engineers to update and maintain 4D models of BBV's intricate engineering works, ensuring records are maintained and all works are recorded in accordance with safety and environmental standards.

Birmingham's fourth and final tunnel bore

Last month, the 125 metres long Tunnel Boring Machine (TBM) started on its journey to dig the second bore of HS2's Bromford Tunnel, between the east portal at Water Orton in North Warwickshire and the west portal at Washwood Heath in Birmingham.

The 3.5 mile twin bore tunnel will take high speed trains in and out of Birmingham, with a series of viaducts between Washwood Heath and Curzon Street Station taking trains to the city centre.

Working as an underground factory, 'Elizabeth' along with the first TBM named 'Mary Ann' (launched in July 2023) will put a total of 41,594 concrete segments in place, creating 5,942 rings to make the twin bore tunnel, with each ring weighing 49 tonnes.

Following the tradition of naming HS2 TBMs after famous women from the local area, pupils from Paget Primary School in Birmingham chose to call the machine 'Elizabeth' after Dame Elizabeth Cadbury, who spent her life campaigning for the education and welfare of women in Birmingham. Together with her husband - George Cadbury, the chocolate manufacturer - she participated in the reform of industrial working and living conditions through supporting the welfare, health and education of women and children in Bournville.

Did you know...

Saint Barbara is the patron saint of tunnelling and mining. Before the launch of the TBM, a blessing ceremony carried out by a priest will take place. This practice is believed to date back to the earliest mining traditions and involves a statue of St Barbara, the Patron Saint of tunnelling, being blessed and placed at the entrance of the tunnel.



The last HS2 tunnel boring machine in the West Midlands starts digging towards Birmingham

Spotlight.... Concrete innovation and sustainability - Curzon piers

A key driver across HS2 and its supply chain is to minimise the carbon impacts of the project. This is largely achieved through innovation. The push to deliver and record carbon savings within the Washwood Heath and Curzon area gained momentum last year.

By raising awareness, implementing new initiatives and construction practices, we have recorded carbon savings of approximately 4400 tCO₂ throughout 2023.

In terms of construction activities, carbon was saved through the re-use of treated groundwater, sourced from the Washwood Heath site. Waste concrete was crushed to be re-used as aggregate across the area of construction. Remediation activities were carried out on site rather than at offsite treatment facilities. By implementing more efficient construction practices and re-using material has resulted in a significant reduction in emissions, largely associated with a reduced reliance on haulage.

Low carbon concrete was used in the temporary platforms across the Curzon approach. Battery Storage Units (BSU) were added to generators to reduce fuel consumption and noise. Energy saving lighting has been utilised across the area which has reduced the need for traditional, less fuel-efficient lighting towers.



Construction of a concrete pier at the new Curzon Street Station

2023 also saw the implementation of several carbon saving and sustainable initiatives that not only reduce the carbon footprint but also raise awareness of carbon and sustainability in general. We now use the Community Wood scheme which reduces waste and reuses waste wood and timber products locally. A Personal Protective Equipment (PPE) recycling scheme has also been introduced, which reduces the amount of PPE sent off as a waste. If PPE cannot be repaired and returned it is recycled as a material for other products thus contributing and promoting a circular economy.

Washwood Heath

The Washwood Heath site has a long-standing rail history, dating back to the early 1900s, when it was first used as a railway sidings and marshalling yard. Its heavy industrial use over the last century meant the ground was highly contaminated, and specialist contractors, including Coventry-based Duo Group, have led the intense programme of work to clean up the site ready for its new beginnings at the heart of the new high-speed network.

BBV's recycle and reuse approach to the ground remediation and earthworks programme eliminated the need to import and export aggregate materials. Approximately 27,200 road wagons or 54,400 vehicle movements are estimated to have been avoided to date, minimising the impact of HS2's work on local communities.

Community Engagement

Colleagues working on the Curzon Street part of the project had received a request from staff at Thinktank Science Museum to replace all the bearings inside an exhibit called the "Flyer" which is currently located in front of the building.

The BBV lifting team completed the 'Flyer' removal using specialist crane equipment which was based locally. This benefited the museum as they did not have to rent out the equipment from a third party.

The Birmingham Museum team were very appreciative for our help and assistance, and we will provide more assistance with repairs over the next few weeks.



Thinktank Science Museum receiving assistance from project staff

How we support local communities



Community Engagement is a key aspect of our work as we strive to build strong relationships with the communities we are working in. Our Community Engagement team are on hand to serve the communities, businesses and local stakeholders impacted by our works. We have specialists working across each section of the route who will be able to answer your questions.

We hold various events and drop-in meetings to provide updates on the project and gather feedback from the community. We also work closely with community groups and local authorities to find ways to mitigate any potential disruptions caused by the construction of HS2.

Please [click here](#), for more information on upcoming events or by visiting the HS2 website: hs2.org.uk/events. We also invite you to take part in our feedback survey below

Tell us what you think

Thank you for taking the time to read this update.

We invite you to complete our short survey. Your answers will be anonymous and will help us in improving these updates.

Take the survey >



Follow us



Keeping you informed

We are committed to keeping you informed about work on HS2. This includes ensuring you know what to expect and when to expect it, as well as how we can help you.

The Residents' Commissioner

The independent Residents' Commissioner oversees and monitors our commitments to you.

The commissioner's reports and our responses can be found at <http://www.gov.uk/government/collections/hs2-ltd-residents-commissioner>

The Residents' Commissioner makes sure we fulfil the commitments in the HS2 Community Engagement Strategy (<https://bit.ly/3oOA25j>).

The Residents' Commissioner can be contacted on: residentscommissioner@hs2.org.uk

Construction Commissioner

The independent Construction Commissioner regularly meets our Chief Executive Officer to raise any concerns or emerging trends across HS2.

The Construction Commissioner's role has been developed to monitor the way we manage and respond to construction complaints.

The commissioner mediates on disputes about construction, involving individuals and organisations, that we can't resolve. The commissioner advises members of the public about how to make a complaint about construction.

The Construction Commissioner can be contacted on: complaints@hs2-cc.org.uk

Property and compensation

You can find out about HS2 and properties along the route by visiting:

www.gov.uk/government/collections/hs2-property

Find out if you can claim compensation at:

www.gov.uk/claim-compensation-if-affected-by-hs2

Holding us to account

If you are unhappy for any reason you can make a complaint by contacting the HS2 Helpdesk. For more details on our complaints process, please visit: www.hs2.org.uk/in-your-area/contact-us/how-to-complain/

Contact us

Contact our HS2 Helpdesk team all day, every day of the year on:

 Freephone **08081 434 434**

 Minicom **08081 456 472**

 Email **HS2enquiries@hs2.org.uk**

Write to:

FREEPOST

HS2 Community Engagement

Website **www.hs2.org.uk**

To keep up to date with what is happening in your local area, visit: **www.HS2inyourarea.co.uk**

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Reference number: HS2-MW-BBV-Ph1-Ar-No-N1-Prog-works-11-15/03/2024

High Speed Two (HS2) Limited, registered in England and Wales.

Registered office: Two Snowhill, Snow Hill Queensway, Birmingham B4 6GA.

Company registration number: 06791686. VAT registration number: 888 8512 56