

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

HS2 Update

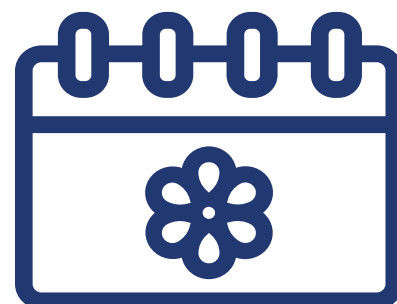
Greatworth to Southam | Summer 2025

EKFB
Working in
partnership with **HS2**

High Speed Two (HS2) is the new high speed railway for Britain.

If you have any questions or enquiries about our work, please contact our Helpdesk to find out more.

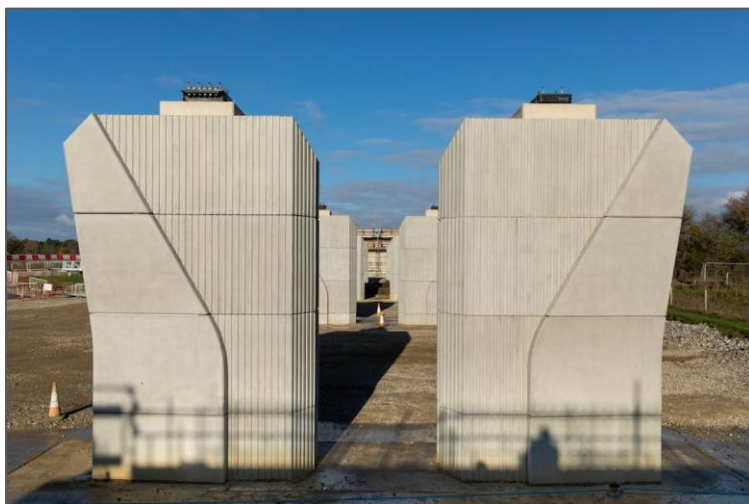
You can sign up for regular updates in your local area at www.hs2inyourarea.co.uk.



Inside our summer newsletter...

Updates on;

- 2025 Lookahead
- Earthworks geology
- Green tunnels
- Lower Thorpe viaduct launch
- Summer working hours
- Community funding



View of the Lower Radbourne viaduct piers installed earlier this year

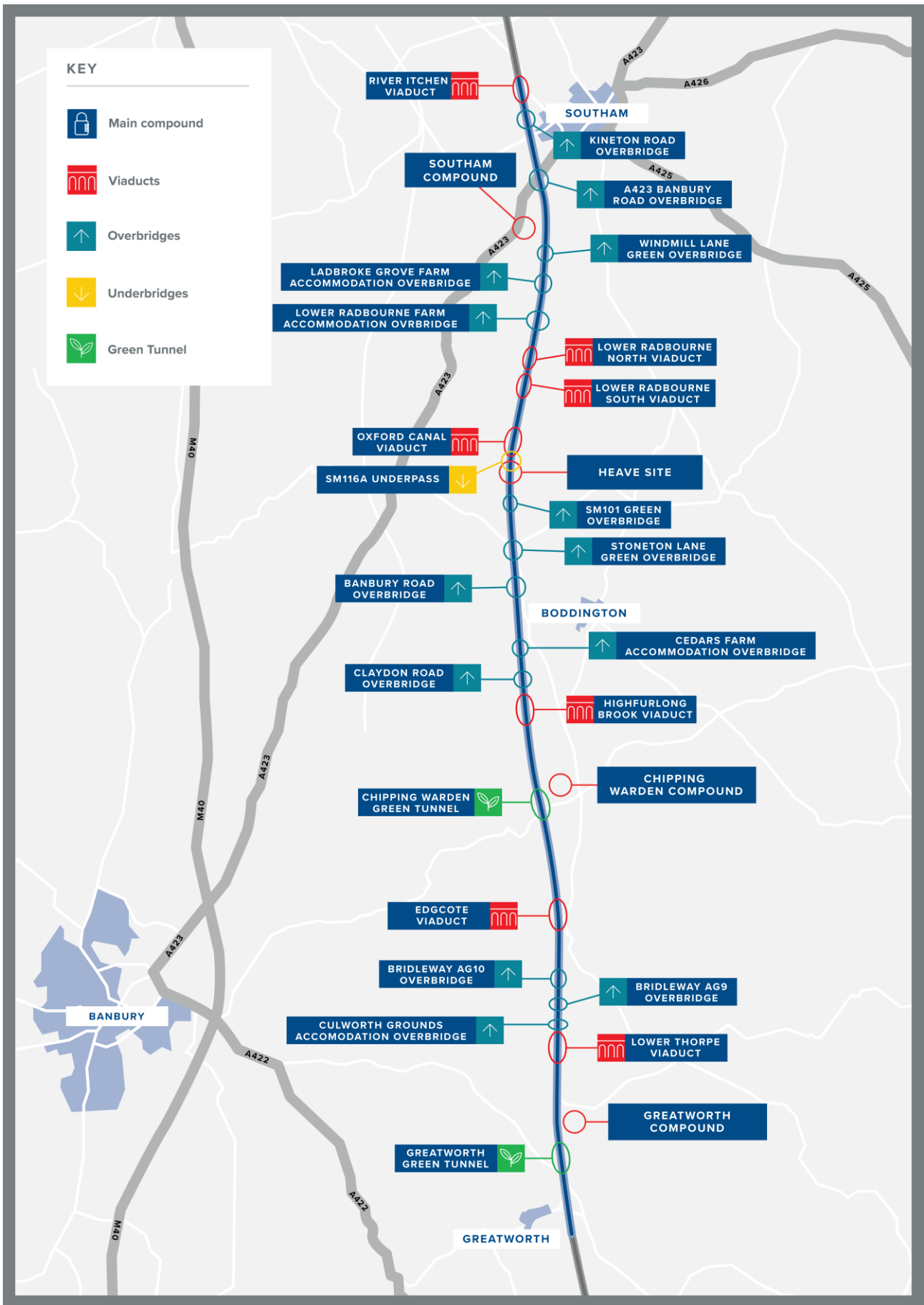
Visiting communities

Do you want to find out more about the HS2 works near you?

If you would like us to visit your area, please get in touch via the HS2 helpdesk.

Details of all upcoming events for 2025 will be listed here:

www.hs2.org.uk/events



2025 Lookahead

Over the coming months you will see the earthworks progress with the continuation for the backfill for the green tunnels and the permanent earthworks around the structures. You'll see the line of the railway take shape as we undertake the following activities:

- Greatworth green tunnel construction near Thorpe Mandeville, requiring a long duration closure of Banbury Road, with the Greatworth Temporary Road providing a diversion route.
- Launch of the Lower Thorpe viaduct's steel deck across precast concrete piers.
- Delivery and installation of the pre-cast concrete beams for the Edgcote viaduct.
- Preparations for the realignment of the A361 over the Chipping Warden green tunnel, including backfilling the completed tunnels section with earth.
- The new highway and bridge near Boddington will be connected to the current road network, requiring road closures this summer.
- The opening of Claydon Road bridge, Lower Boddington later this summer.
- Commencement of the main earthworks for the Stoneton Lane green overbridge, requiring a two-year closure of Stoneton Lane.
- In Southam, traffic management and temporary road closures will enable construction of the Kinton Road overbridge and the A423 Banbury Road overbridge, in preparation for the bridges joining the current highways later in the year and early next year.



View of the beams installed on the Edgcote viaduct, near Chipping Warden

Earthworks geology



Earthworks are an essential part of building the railway. This summer we are

building up the earthworks between the bridges and viaducts on which the rail track will be built. As well as constructing some of the main cuttings in the local area from Lower Thorpe, Northamptonshire to Ladbrooke in Warwickshire.

A cutting is created by removing soil, rock, or other materials to create a path for the railway line. Cuttings are required in areas where the natural terrain is too steep or uneven to accommodate the railway at the desired gradient. As the cutting is excavated, the soil and rock that are removed will be stored in local stockpiles.

Some of the most notable cuttings are for our green tunnels. At the Greatworth green tunnel we will be moving around 2.6 million cubic meters of earth. Excavated material is processed and treated before being reused to build embankments along the line of the route, which will help screen the railway.

At Chipping Warden green tunnel, we have repurposed the excavated ironstone by crushing it on site and using this to back fill around the tunnel segments at both Chipping Warden and Greatworth sites.

The excavation of the Greatworth green tunnel has revealed fascinating geological layers that provide insights into the area's ancient history. The Whitby Mudstone, dating back to the Jurassic period

approximately 180 million years ago, indicates a time when the region was submerged under a sea, rich in marine life. Above this, the Northampton Sand Ironstone, formed around 170 million years ago, suggests a transition to a more coastal environment with significant iron deposits, hinting at the area's industrial potential. The Horsehay Sand, also from the Jurassic period, reflects a time when rivers deposited sands and sediments to tidal areas of a shallow sea. Finally, the Taynton Limestone, dating back to around 165 million years ago, points to a warm, shallow marine environment, rich in coral reefs and marine organisms. Together, these layers tell a story of dynamic environmental changes over millions of years, shaping the geological and ecological history of Greatworth.



In the Greatworth green tunnel layers of geology can be seen in the excavation.

Construction update

Green tunnels

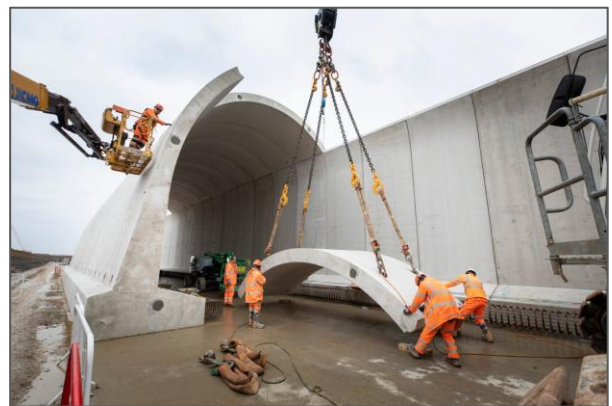
The green tunnels are constructed using a cut-and-cover method, with trees and shrubs then planted over the top of the tunnels. This is why they're known as 'green tunnels', as they help reduce the visual impact on people and the environment. The Greatworth green tunnel is 1.6 miles (2.7km) and is the longest of the green tunnels on the HS2 line.



Tunnel segments are installed by crane

This summer we will continue to excavate the cuttings and install the pre-cast segments. The tunnel will be made from more than five thousand giant concrete segments made at a specialist pre-cast factory in Derbyshire and assembled on site. This is more efficient and reduces the

amount of embedded carbon in the structure than the traditional process of pouring concrete on site. The backfilling process has been underway at the green tunnels at Greatworth and Chipping Warden for six months. This is where we carefully bury the tunnel with layers of earth which will be followed with the planting of trees, shrubs and hedgerows to blend in with the surrounding countryside. We will also reinstate roads over the tunnels, such as the A361 over the Chipping Warden green tunnel.



The team installing a tunnel roof segment

Inside the 1.5 miles (2.5km) long tunnel at Chipping Warden, a reinforced concrete floor is poured. This makes a smooth, level surface for the track bed and tracks to be installed by the rail systems contractor once the main construction is completed.



Inside the Chipping Warden green tunnel

Construction update

Tunnel portal

Where the train exits the tunnel there will be a porous portal, with specially designed tunnel segments, to reduce air pressure and noise from the tunnel. During the coming year, we will start to prepare the portal areas and build the portal buildings, which house the safety and firefighting equipment for the operational railway.



Artist impression of the Greatworth tunnel north portal near Banbury Road, Thorpe Mandeville

Banbury Road, Thorpe Mandeville

In early summer, the Greatworth green tunnel excavation will progress toward the north portal area, located north of Banbury road in Thorpe Mandeville. To excavate the cutting, install the segments and backfill the tunnel, a road closure of approximately two years will be required.

The diversion route will follow the Greatworth Temporary Road, designed to manage local traffic flow around the construction area.

Watch the process of installing the tunnel segments for the green tunnels



Construction update

Lower Thorpe viaduct deck launch

After exiting the Greatworth green tunnel and heading north, HS2 trains will quickly transition onto the Lower Thorpe viaduct, which spans the low-lying land and flood zone.

The viaduct deck structure is made of steel which will be launched across the piers using a winch. A counterweight at the nose and tail help keep the metal frame in line to land smoothly on the piers as it progresses.

Beginning with the launch in summer 2025, there will be short periods of time when we need to closure Banbury Lane which passes

under the viaduct. When we work on the deck construction above the road between Culworth and Thorpe Mandeville, it will be necessary to close the road to keep everyone safe.

EKFB have recently launched a viaduct in the Chilterns, at Small Dean. You can find out more about how we launch viaducts and watch a timelapse film of the launch here:

[Small Dean Viaduct - HS2](#)



The metal frame for the Lower Thorpe viaduct is being prepared to launch over the viaduct piers



Summer working hours

During the increased daylight hours, we are working longer days and making the most of the better weather. Our extended working hours have been consented by the local authorities, and this allows us to work from 8am to 7pm. We have permission to work regularly on Sundays for specific activities, such as earthwork movements and for small building activities in some areas.

To enable a continual process of backfilling the earthworks around the green tunnels near Chipping Warden and Greatworth, we will be working 24 hours a day from Monday to Friday and during the day at weekends

from April to October 2025. Effects to the local environment will be continually monitored and reviewed with the local authority.

Further details about our working hours can be found on the 'in your area' pages of the HS2 website.



Delivery routes

Deliveries of our precast tunnel sections and beams will continue throughout 2025, delivered via M40, Junction 11 at Banbury and via the M1 and A43 from the Northampton area.

Community Funding grants from HS2

The HS2 Community and Environment Fund (CEF) is a fantastic opportunity for communities impacted by HS2 construction to enhance their local environment and quality of life. This fund supports a variety of projects, such as improving pedestrian, equestrian, and cycle access, creating community gardens, restoring natural habitats, upgrading sports fields and playgrounds, and refurbishing historic buildings. These initiatives aim to leave a lasting positive impact on the communities along the HS2 route.

Applying for CEF funding is straightforward. Guidance Notes and FAQs help applicants to understand the fund's criteria and eligibility requirements. Applicants include voluntary and community sector organisations, social enterprises, community businesses, and registered charities. Successful applicants will receive an award offer letter, detailing the funding and next steps. For projects up to £100,000, decisions are typically made within eight weeks. Larger projects involve a multi-stage application process that can take up to 32 weeks.

If you have a project that could benefit from CEF funding, please follow the link to the application page on the funding website: [Community Fund website - hs2funds.org.uk/home/community-environment-fund/](https://hs2funds.org.uk/home/community-environment-fund/)

Construction update

Banbury Road bridge

Over the winter we have installed the bridge parapets, and completed the foundation for the vehicle restraint system, which forms part of the barriers along the side of the highways as traffic approaches the bridge. During the coming months we will be finishing the main structure and preparing for the highways to be joined to the bridge.

We have been working to keep the duration of the road closures for Wormleighton Road and Warwick Road required to a minimum. Diversion routes are being finalised, and we expect to start the road closure later this summer, we will communicate our plans once they have been developed, and dates have been agreed.

Stoneton Lane green bridge

This bridge includes a 'green' section of hedgerows and planting to support the local

wildlife and bat population near the railway. From this summer we will start the excavation and foundation piling for the bridge structure. Stoneton Lane is expected to be closed for approximately two years whilst the bridge is built. This bridge will reconnect the current road to the new section of road to Wormleighton over the railway.

Claydon Road bridge

The bridge parapets were installed over the winter, and we are completing the final elements of the main structure. As well as building the adjoining sections of road which will take local traffic over the bridge. We expect the road to be open to the public in the summer, this will also include the realigned public right of way which forms part of the Millennium Way long distance footpath. This has remained open during construction.



Parapets have been installed at Claydon Road overbridge, Lower Boddington

Progress in pictures – beam installations



All the deck beams for the Oxford Canal viaduct, near Wormleighton have been installed.



The 42 beams for the Edgcote viaduct will continue to be installed over the summer.

Construction update

Southam bridges

EKFB are working south of the town building two bridges that will take traffic over the HS2 railway line, as it passes B4551 Kinton Road and A423 Banbury Road. In the Southam area the railway is almost at ground level so the new bridges will elevate the roads over the railway by around 9 metres.



Steel beams create the deck for the A423 bridge

A423 Banbury Road bridge

This spring we completed the installation of the steel beams for the deck of the bridge. These beams cover 3 spans, across 2 piers, for the 85 metres long road bridge. Over the summer, as well as progressing with the bridge structure itself, we will be constructing the earthworks for the of approach road either side of the bridge.

Kinton Road bridge

In early spring the deck parapets were installed at the Kinton Road bridge. Over the summer you will also see the

construction of the approach road earthworks taking shape.

We will also be forming the earthwork bunds which run alongside the railway to help screen the sound and sight of the trains from the nearby homes and businesses.



Parapets were installed this spring on the Kinton Road bridge

Highway tie-ins

From autumn this year there will be some significant periods of traffic management and road closures needed to join the new bridges to the current road network in Southam.

We have worked hard to keep full road closures to a minimum, opting for periods of a single lane closure on Kinton Road as we construct the new highway which will join the roundabout with Lark Road at the north side of the bridge and near the Southam Rugby Club entrance to the south.

If you use these routes to travel around Southam, please leave additional time for your journey during periods of single lane and full road closure later this year. You can receive email alerts with about the road changes by completing this link to the **HS2 Email Form** or via the HS2 website.

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.

Residents' Charter and Commissioner

The Residents' Charter is our promise to communicate as clearly as we possibly can with people who live along or near the HS2 route.

www.gov.uk/government/publications/hs2-residents-charter

We also have an independent Residents' Commissioner whose job is to make sure we keep to the promises we make in the Charter and to keep it under constant review. Find reports at:

www.gov.uk/government/collections/hs2-ltd-residents-commissioner

You can contact the Commissioner at:
residentscommissioner@hs2.org.uk

Construction Commissioner

The Construction Commissioner's role is to mediate and monitor the way in which HS2 Ltd manages and responds to construction complaints. You can contact the Construction Commissioner by emailing:
complaints@hs2-cc.org.uk

Property and compensation

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

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

Find out if you're eligible for 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 our HS2 Helpdesk team. For more details on our complaints process, please visit our website:

www.hs2.org.uk/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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