Find out here about the potential construction timetable for our proposed route, including:

- the key stages of a railway construction project; and
- the proposed timescales.

**What steps would be involved in building a high speed railway line?**

The construction of a high speed railway line, with associated stations, would be very complex and would require careful planning.

There would be several key stages:

- **Site clearance.** During this stage, we would expect to acquire the necessary land, set up construction compounds and clear the site ready for construction.

- **Earthworks.** Once the site is prepared, we would undertake work to landscape the ground as necessary. This would include excavating cuttings, building embankments and starting tunnel construction.

- **Civil engineering.** With the general line of the route established, we would start to build the structures necessary to support the railway. This would include bridges, which pass over or under the railway, viaducts, retaining walls and stations.

- **Railway installation.** Finally, with the track bed prepared, we would install the railway, including ballast, tracks, signalling and power supply. This stage would also include fitting the final finishes to station buildings.

**How long would it take?**

The construction of the entire route from end to end would take approximately eight years, from the moment we commence site clearance to the completion of railway installation. There would then be a period of testing and commissioning before services commence in 2026.

Most places along the route – for example those where there are no major structures – would only experience a period of active construction of about two years. There are, however, some areas along the route which would take longer. The two most complex sections would be:
• The proposed station at Euston would take around seven or eight years from site clearance to operation. This would be one of the most complicated areas of HS2 (London to West Midlands) to construct. It would be a staged process to limit disruption to existing services at Euston. Apart from the land required for the extent of the new station it is not expected that construction would require significant additional temporary land-take.

• Tunnels into London would take up to five years to complete. The tunnelling machine would move forward at about 15 metres a day. During this period, we would use railway land at Old Oak Common to remove the earth being excavated and supply the tunnel structure. After tunnelling itself there would be a lengthier period of tunnel fit-out with track and mechanical services.

Mitigating the impacts of construction

We recognise that many people will be concerned about the impacts of construction in their area, including additional dust and noise, local road diversions and increased traffic on local roads.

We are committed to working closely with local authorities and communities to draw up a comprehensive and detailed package of measures to address local impacts of construction, including remedial work and restoration following the completion of construction works.

We are developing a Code of Construction Practice to minimise impacts during the construction period. It would define the principles of approach and conduct, and the detailed measures that contractors would be required to comply with.

If you would like more detail on this topic

Please visit our website – http://highspeedrail.dft.gov.uk/ – where you will see the “High Speed Rail: Investing in Britain’s Future – Consultation” and all the documentation published alongside it, as well as detailed maps of the proposed route between London and the West Midlands, images and visualisations.

Track works during the construction of High Speed 1

Source – HS2 Ltd has made all reasonable efforts to track the copyright holders of all images used within this publication or other such use. If there are any errors or omissions, please contact HS2 Ltd for correction.