

HS2 Event Notification: Drop-in sessions at Community Information Centre on Ickenham Road

HS2

Dear ick,

We're writing to let you know about planned events that we are hosting in your area.

HS2 Event Notification: Drop-in sessions at Community Information Centre on Ickenham Road

We would like to invite you to our Drop-in sessions at the **Community Information Centre** to discuss the River Pinn Realignment Works on:

Thursday 18 April and Thursday 25 April 2024

from **11am to 1pm** and **4pm to 6pm** each day.

Please come along to discuss these works with our Community Engagement and Construction teams, and to find out more about:

- **The River Pinn Realignment Works.**

Date – Thursday 18 April and Thursday 25 April 2024

Time – 11am to 1pm and 4pm to 6pm each day

Location – Community Information Centre,
Ickenham Road, HA4 7DQ
(The entrance is to the right of the HS2 West
Ruislip Portal site, opposite Station Parade)

We look forward to meeting you.

You can find out more about what is happening in your area using the [In Your Area](#) pages of the HS2 website. You can also [view a map of your area](#), which includes any planned works in your area and a HS2 route map.

If you have a question about HS2 or our works, please contact our HS2 Helpdesk team on 08081 434 434 or email hs2enquiries@hs2.org.uk.

Yours sincerely,

HS2 Community Engagement Team

Contact Us

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

Freephone: 08081 434 434 | **Minicom:** 08081 456 472 | **Email:** hs2enquiries@hs2.org.uk
To keep up to date with what is happening in your local area, visit: www.hs2inyourarea.co.uk.

Read more about our [privacy policy](#).

Follow Us



Subject: HS2 in Hillingdon Update w/c 08/04/24



Update for week commencing 08/04/24

Please see the updates below regarding HS2 in Hillingdon over the next week and beyond.

This Update includes news on the following:

- [Bridgwater Road - Road Closure under Railway Bridge for removal of Bridge Asset Protection - Mon 08/04 to Fri 12/04](#)
- Notice of Extended Hours Working for Concrete Pours at [West Ruislip Portal on Tue 09/04 and Tue 16/04](#)
- Works for the Colne Valley Viaduct that involve [closures of the Grand Union Canal, Canal Towpath & London Loop Path from Thur 01/02 until Tue 30/04](#)
- News of the [Colne Valley Viaduct Launching Girder crossing the Grand Union Canal by Harefield Marina](#)
- Night work [moving TBM Material for placement within The Cophall Tunnel](#) – between 7pm & 7am from 18/03 until 30/11
- Details of 24 Hour Working at the [South Ruislip Vent Shaft](#) – 5 days a week from March to August 2024
- Update on the launch of the [HS2 ANPR Camera Network in Hillingdon](#)
- Update on [TBM Segments being delivered by lorry](#) (to supplement the deliveries by Train) [from Feb 2024](#)
- Details of [TBM Segment Delivery to the Railway Siding at West Ruislip Portal](#)
- Tunnelling Update on [TBM Caroline and TBM Sushila](#)
- Update on [works at the Western Boundary at South Ruislip Vent Shaft from Feb 2024](#)

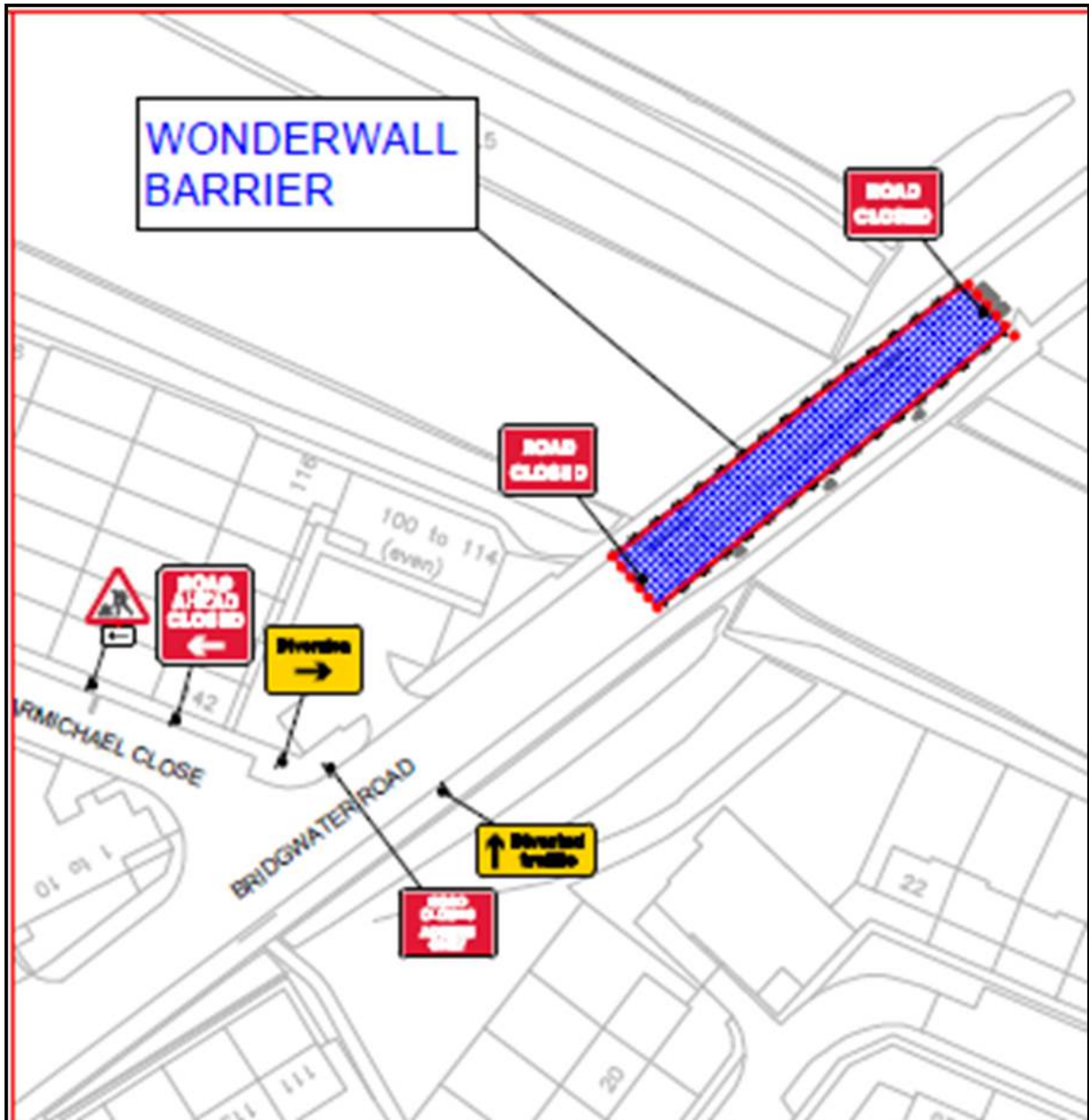
- Update on [works at the Southern Boundary at South Ruislip Vent Shaft from 17/02 to 09/08](#)
- Updated Working Hours on the [SSPA from March 2024](#)
- **Forward Planning Confirmed Dates - Newyears Green Lane Road Closure for Conveyor Removal (Tue 28/05 to Sat 01/06)**
- **Forward Planning Confirmed Dates - Breakspear Rd South – Road Closure under Railway Bridge for Culvert works (Mon 29/07 to Sun 11/08)**
- **Forward Planning Confirmed Dates - Moorhall Road – Night Time Road Closure at HS2 Haul Road Crossing for Viaduct Parapet Installation (Mon 12/08 to Sun 25/08 – 10pm to 6am)**
- Postponement of the Works at the entrance to [Old Dairy Lane Retail Park](#) off Victoria Road South Ruislip (due to take place from 08/01 to 28/01)
- Update on the [new Alignment of Harvil Road – now open to the public](#)
- Details of the [new layout of Harvil Road](#)
- News of [Community Events hosted by HS2 Align in Harefield for the remainder of 2024](#) (in Community Engagement section)
- Update on [Tunnelling & Cross Passage construction in Hillingdon – February 2024](#) (in Community Engagement section)

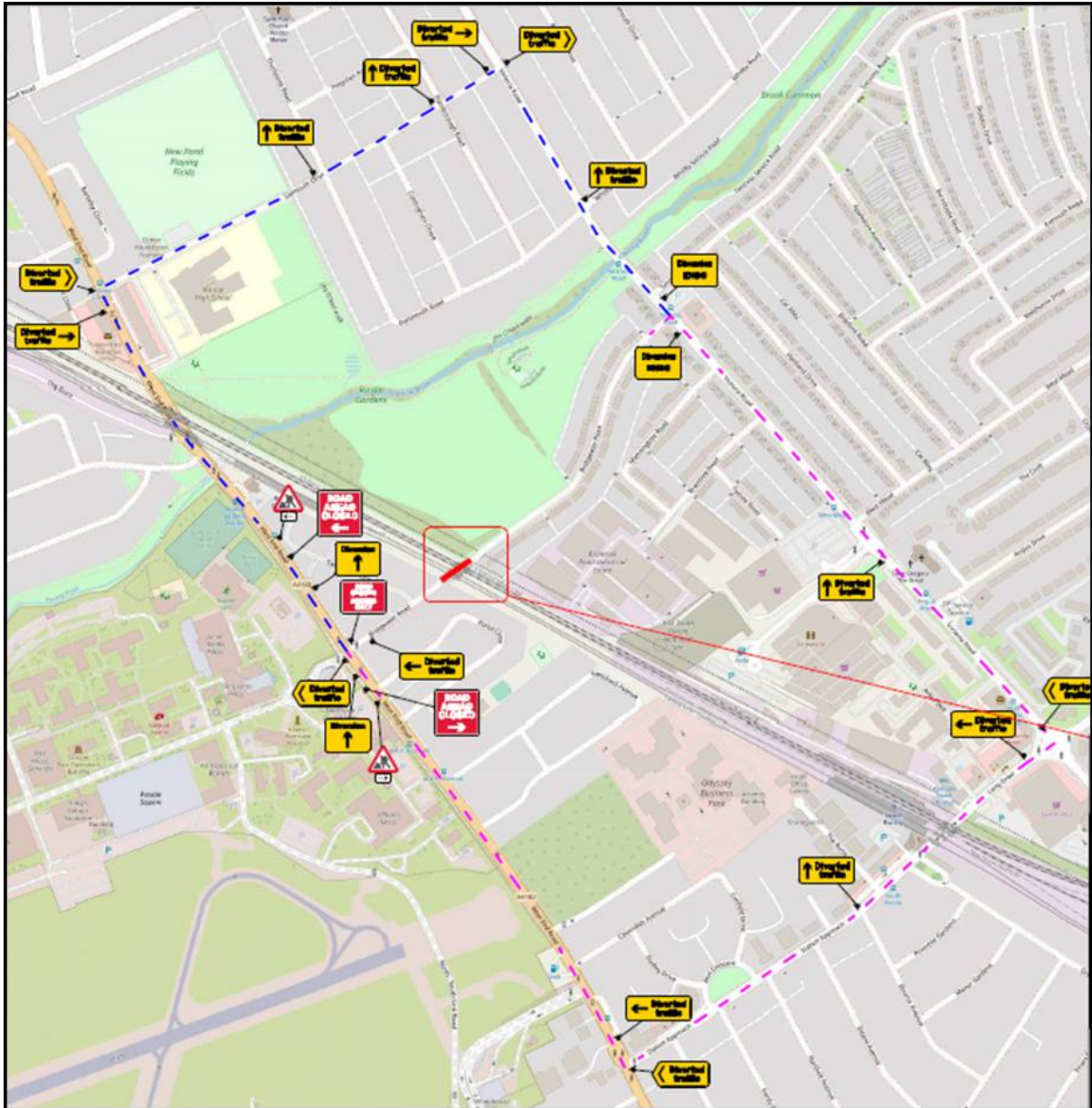
Bridgwater Road – Road Closure under Railway Bridge for removal of Bridge Asset Protection – works start Mon 08/04

- **Mon 08/04 to Fri 12/04** (5 days during Easter School Holidays)
- Pedestrian Access maintained
- Works are to remove the Asset Protection under the Bridge (put in place prior to the TBMs passing under this location) and apply a protective coating to the rest of the underside of the Bridge
- Whilst the Road Closure is planned for 5 days as long as the conditions are right it is expected that the works will be completed quicker and the road reopened ahead of schedule

[Please see the attached HS2 Notification Letter regarding this Road Closure](#)

Traffic Management = Full Road Closure under Railway Bridge
Diversion Route





Notice of Extended Hours Working for Concrete Pours at West Ruislip Portal on Tue 09/04 and Tue 16/04

HS2/SCS have received consent from LBH to carry out 2 long continuous concrete pours for the construction of the 2 Attenuation Tanks over extended hours within the West Ruislip Portal Site.

These concrete pours will take place over 2 different days with the 1st pour happening on Tue 09/04 and the 2nd pour taking place the following Tue 16/04 (please note these works were originally planned to take place on 03/04 & 10/04 but have been rescheduled by SCS).

SCS have been granted consent to carry out the pours between **6am and midnight** on these dates, which will be happening at the 2 locations as shown in Red Circles on the Map below:



Works on the Colne Valley Viaduct that involves closures of the Grand Union Canal, Canal Towpath & London Loop Path from 01/02 to 30/04

HS2/Align are carrying out alternating Closures of U75 PROW (Canal Towpath) and the London Loop path while the Colne Valley Viaduct Construction crosses over these 2 paths near Harefield Marina, with the dates for these works taking place between **Thur 01/02 and Tue 30/04**.

The Grand Union Canal is now open again during the day for boats – closing only at night time – to ensure that Canal movements are not limited out of the normal stoppage season (Night closures will continue into April 2024).

HS2/Align plan to keep one of either the U75 (Canal Towpath) or London Loop path open to the public while shutting the other one (so when the Canal Towpath is open the London Loop will be closed and vice versa).

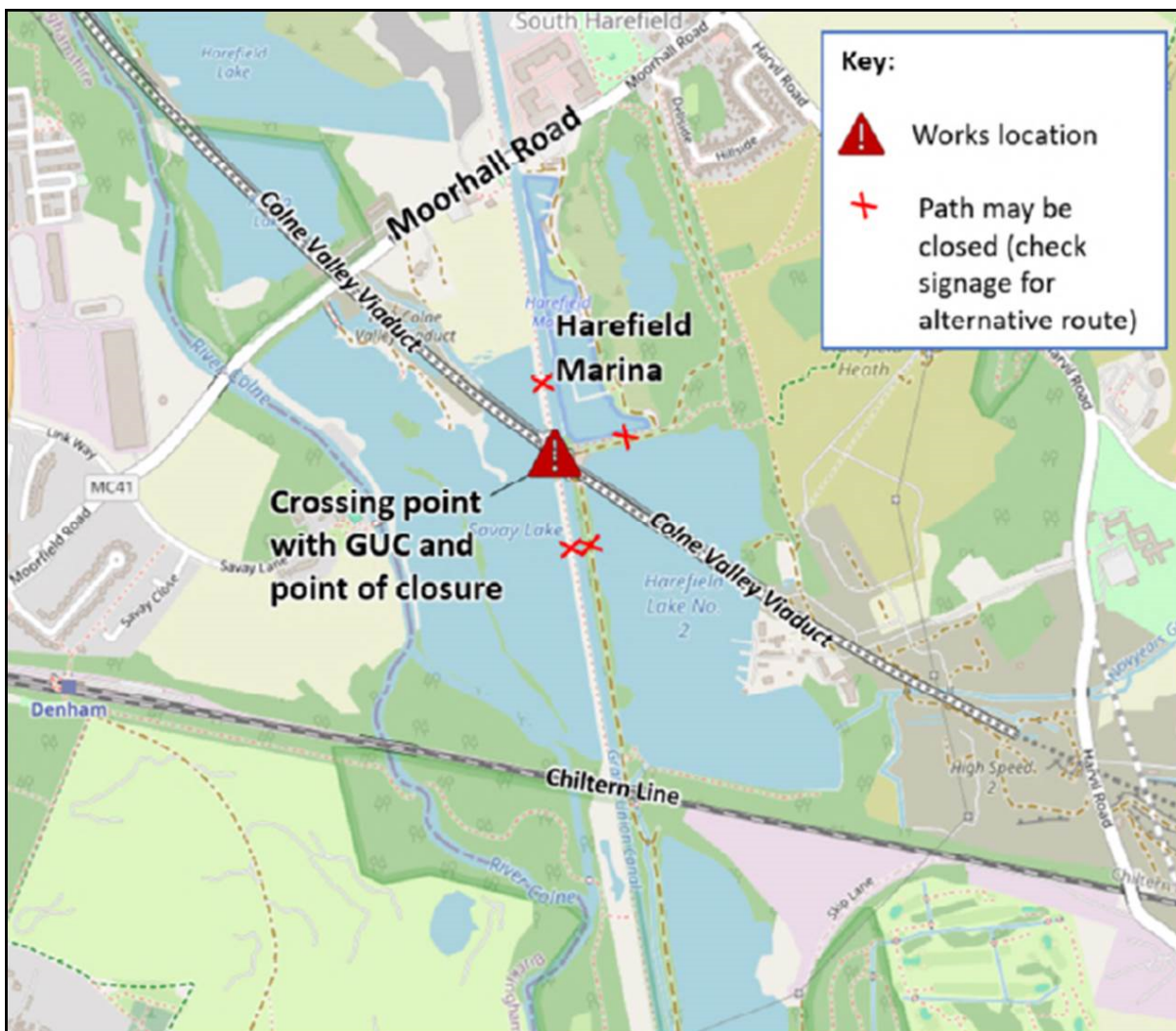
The U75 (Canal Towpath) was closed to the public between 01/02 and 12/03 and now the closure has swapped to the London Loop, which is closed from 12/03 until 30/04 (when works are due to be completed).

HS2/Align have indicated to me this week that works are progressing well and this might allow the London Loop path to be reopened sooner than expected (w/c 08/04 has been mentioned).

Indicative Programme for Canal Closure to Boats:

- From **16/03** to **31/03** the Closures will be between **6pm & 6am**
- From **01/04** to **30/04** the Closures will be between **7pm & 5am**

01/02/2024	30/04/2024	U75 PROW (Canal Towpath) & London Loop Closures for Viaduct Crossing the Canal & London Loop areas / Grand Union Canal also CLOSED to all Boats from 01/02 to approx 15/03 from south of Harefield Marina
		01/02/24 to 15/03/24 = Full Time Closure
		16/03/2024 to 31/03/23 = Closed 6 pm to 6 am
		01/04/24 to 30/04/24 = Closed 7 pm to 5 am
		Either the Towpath (U75) or London Loop path will be kept open / U75 Towpath closed from 01/02 until 12/03 / London Loop path will then be closed from 12/03 to 30/04



Colne Valley Viaduct Launching Girder crossing the Grand Union Canal by Harefield Marina

The Viaduct Construction is now crossing the Grand Union Canal and is also very close by to Harefield Marina.

The Launching Girder 'Dominique' which has been straddling the Pre-cast Concrete Piers while slotting into place the individual Concrete Segments piece by piece, is now across the Canal.

There is intensive Engagement Activity being carried out by HS2 Align in this area to keep residents informed of how the works are progressing. Due to these works being 24 hours a day, some Complaints have been received from residents reporting noise from the Viaduct Construction nearby, especially at night. HS2 Align are working hard to address these issues with the affected residents and will try to keep the noise to a minimum while the Construction passes through this sensitive area.

I have provided some photos below which show the works in progress:





Aerial photo below shows the remaining works to be completed on the Viaduct as it heads towards Dews Lane



Photo below shows the remaining V-Piers in Harefield Lake No.2 (also shown in aerial photo above)



Night work moving TBM Material for placement within The Cophall Tunnel – between 7pm & 7am from 18/03 until 30/11

HS2/SCS will be undertaking Night work at the Gate 2 Site on Harvil Road from 18/03 in order to build The Cophall Tunnel. These works will take place 7 Nights a week between 7pm and 7am and are due to finish in November.

There is a Conveyor that returns Material/Spoil (that originated from the TBMs) from the Treatment Area at Gate 1 and over the Chiltern Line into Gate 2. It will then be used to build The Cophall Tunnel.

I have provided a Map showing the location of the works and further information can be viewed by clicking on the link for the HS2 Works Notification [Click Here](#)



24 Hour Working at the South Ruislip Vent Shaft – 5 days a week from March to August 2024

HS2/SCS will be using existing Consents to increase working hours at the Vent Shaft to 24 hours a day, 5 days a week (Mon to Fri).

These new working hours will be in place from 04/03 until 02/08 and are required to continue the construction of the main ventilation shaft and tunnel work in the satellite shaft.

HS2/SCS will minimise the works carried out at night and will use acoustic barriers around the construction machinery to reduce the noise.

Noise and vibration levels will be continually monitored and any exceedances raised with LBH for further review.

Please see the HS2 Communications on these works by [Clicking Here](#)

Launch of the HS2 ANPR Camera Network in Hillingdon

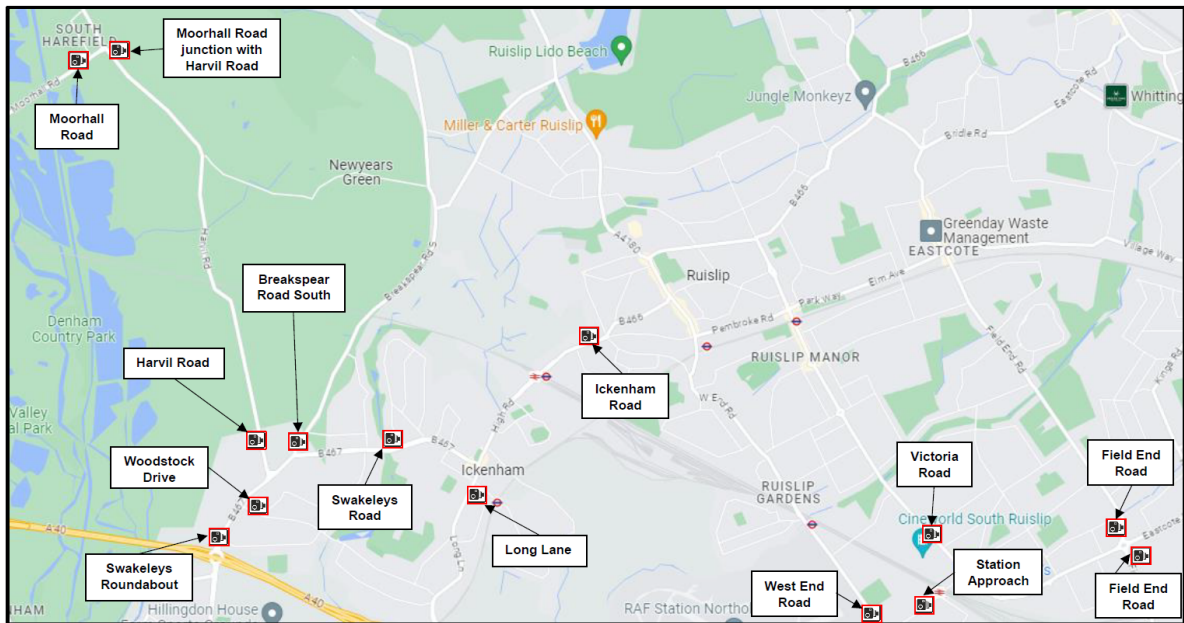
Update – the ANPR Network is now live across LBH and HS2/SCS will be starting to send through a bespoke Daily Report to LBH from next week that will contain numbers of HS2 lorries hitting each On-Route and Off-Route Cameras, numbers of Lorries arriving at each HS2 Site Gate in LBH and details of any HS2 lorries that are caught on Camera outside of Core Hours. Should any changes need to be made to the Daily Report format LBH Officers will liaise with HS2/SCS to action this.

General Information - ANPR Cameras have been installed at 14 locations on roads across the north of the borough as part of the HS2 Vehicle Route Compliance System being rolled out in Hillingdon. These ANPR Cameras will capture real-time data of HS2 lorries to make sure these vehicles are using the HS2 Approved Lorry Routes. The system will also be able to provide accurate HS2 lorry numbers at any location on the Network and it is hoped this data will help HS2 and LBH in policing lorries that are non-compliant.

In total there are 54 ANPR Cameras located in the north of Hillingdon; with 28 on the LBH Road Network across 14 locations, 22 at HS2 Site Gates and a further 4 located on HS2 Site Hoardings.

These Cameras will be configured to only capture data related to HS2 lorries, no other vehicle data will be captured or stored. This is part of a Network of Cameras being rolled out across those London Boroughs that have HS2 Sites and will be managed by HS2/SCS, with a bespoke Dashboard being developed to capture LBH data and a Daily Report automatically issued to LBH each day containing accurate data from the previous 24 hours.

The Map below shows the locations of the Cameras installed on the LBH Road Network, and there will also be Cameras installed at all Site entrance and exits in Hillingdon:



The Cameras on the LBH Road Network are installed on LBH Lamp Columns. Each Lamp Column will hold 2 Cameras and will display the HS2 Signage as shown below (to make it easily identifiable as to what they are there for and so they are not confused with being ULEZ Cameras):



280mm

ANPR
HS2 Construction
Traffic Monitoring
Helpdesk Freephone:
08081 434 434
for further information

HS2

280mm



TBM Segment Delivery by Lorry to West Ruislip

LBH have consented to a request from HS2/SCS for up to 24 lorries per day (Mon to Sat) to bring Segments for the TBMs into the West Ruislip Portal by road during the hours of 8am to 10pm.

With both TBMs now once again tunnelling at full capacity they seem to be going at a much faster rate than previously thought (tunnelling up to 22 metres per day). When SCS calculated their requirements to keep the TBMs serviced with Segments last year they were working on the assumption that the TBMs would not tunnel more than 15 metres per day, so they would need approx. 700 Segments per week.

This was managed with the overnight Rail Deliveries of Segments into West Ruislip Portal, with 5 Trains per week each delivering 140 Segments (equalling the required 700 Segments per week).

With the increased speed of the tunnelling SCS now require additional Segments to keep the TBMs running, and as they cannot get any more than 5 Trains per week into West Ruislip due to limitations with capacity with Network Rail, the only solution is to bring in the additional Segments that are required by road. It has also been the case that with Rail Strikes more frequent over the last few months there have been a few occasions where SCS are only getting 3-4 deliveries by Rail per week.

The lorries would all use the existing Approved Lorry Route entering West Ruislip Portal (via Swakeleys Roundabout, Swakeleys Road, Ickenham Road) and return using the same route. The majority of these deliveries would be expected to be carried out during Core Working Hours (Mon to Fri 8am to 6pm & Sat 8am to 1pm)

but there may be up to 6 lorry deliveries each day that fall outside the Core Hours and would be delivered up to 10pm.

LBH have agreed that SCS can trial these deliveries by road now until the end of April, with SCS will carrying out Engagement with residents to advise of the additional lorries delivering the Segments.

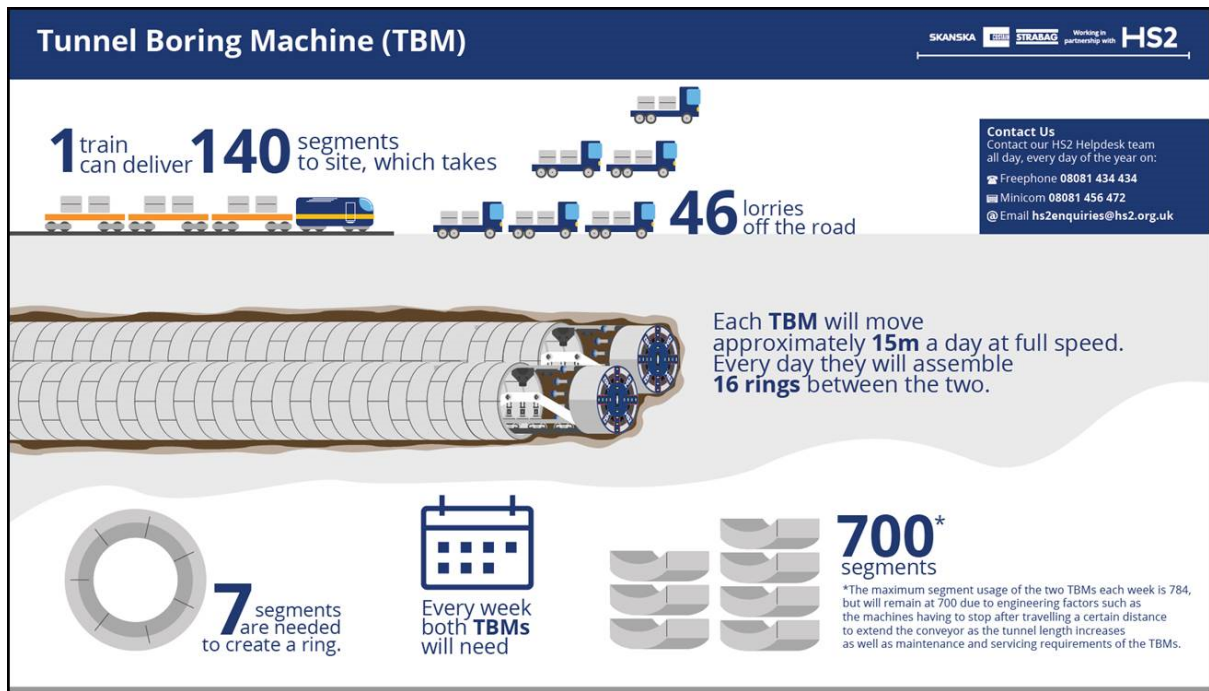
LBH will continue to review the situation before committing to allow this to be extended until around August 2024 (which is the current requested date). LBH did question the viability of bringing the lorries in along Swakeleys Road, Ickenham Road into the West Ruislip Portal, but were advised that due to maintenance works due to take place on the internal Haul Roads it would not be feasible at the outset to route the lorries via either Harvil Rd Gate 2 or Breakspear Rd South (and along the Haul Roads to the Portal).

Please note that there will be no additional lorries over the agreed 550 lorry movements per day around Swakeleys Roundabout with these additional Segment deliveries built into that daily limit. Over the last few months there has been a noticeable drop off in the amount of HS2 lorries delivering to the HS2 Sites in Hillingdon, so these deliveries should not cause any additional impact to our Road Network in the north of the borough.

In summary:

- SCS Requesting up to 24 Segment lorry deliveries each day during extended hours – 8am to 10pm Mon to Sat
- 24 lorries x 6 days = (144 lorries / 3 segments per lorry = 432 segments)
- In addition to up to 5 Train deliveries per week at Night (140 Segments per Train x 5 nights = 700)
- Total amount of Segments per week = 1132
- Of the 24 lorries per day it would be likely that up to 6 lorries would be delivering outside Core Hours (between 6-10pm)

I have included the Slide provided by SCS regarding TBM Segments from last year for information:



TBM Segment Delivery to the Railway Siding at West Ruislip Portal

With the TBMs now fully operational, HS2/SCS need a regular supply of Tunnel Segments (the concrete 'Rings' required by the TBMs to construct the tunnel lining as they progress) to the West Ruislip Portal Site.

There is a Railway Siding that has now been constructed that will provide direct access from the Chiltern Line into the Segment Yard at West Ruislip so that Tunnel Segments can be directly delivered into Site by Rail rather than by road/lorry. HS2 now plan to run the train up to five nights each week.

The plan will be for one train to arrive at West Ruislip per night delivering 20 Rings, each comprising of 7 Segments. The locomotive will then divide the train into two parts and shunt them into the Siding. The locomotive will then shut down while the gantry crane unloads the Segments, and the locomotive will restart at around 6am and shunt the train back into one piece prior to departure at around 7am. The volume of rail traffic on the Chiltern Line through West Ruislip means that the train can only deliver Segments at night so the train should arrive at West Ruislip after 11pm.

As a contingency and only if required, HS2/SCS can also use existing Consents to help alleviate any shortfall of Segments by bringing in Lorries via road alongside the Railway deliveries to build up the stock of Segments should they fall low. The majority of these deliveries would be carried out during Core Hours during the day (Mon to Fri 8am to 6pm & Sat 8am to 1pm) but if required HS2/SCS have Consent to run lorries on extended hours until 10pm at night (outside of Core Hours).

Photo shows Tunnel Segments being stored in the West Ruislip Portal Site



Tunnel Boring Machines - Tunnelling from West Ruislip - Update

HS2/SCS launched the 1st Tunnel Boring Machine (TBM) called Sushila at the West Ruislip Portal Site in early October 2022 and the 2nd TBM named Caroline at the end of October 2022. The 2 TBMs should be in operation 24 hours a day 7 days a week (apart from when stopped for maintenance purposes) and will tunnel from West Ruislip to Greenpark Way in the London Borough of Ealing and it is expected that tunnelling works will take until the end of 2024 to complete.

HS2 have informed me that recent tunnelling progress made by each TBM is around 22 metres each day which is faster than anticipated. As the tunnelling conditions get better (past the South Ruislip Vent Shaft area and beyond into LB Ealing) it is expected that progress on both TBMs will be much quicker than it was prior to arriving at the South Ruislip Vent Shaft.

TBM Sushila is now passing Rabourmead Drive (the last residential receptor in LBH) this week. It is then expected to leave LB Hillingdon and enter LB Ealing within the next week at current speed of tunnelling. It has been stopped prior to Rabourmead Drive for a few days to undergo upgrade work on the Conveyor System.

TBM Caroline has also gone under Station Approach South Ruislip and is now tunnelling under Priors Farm. It is expected to be leaving LB Hillingdon heading into LB Ealing around the end of April 2024.

With both TBMs in full operation there will be a knock-on effect with the Conveyor resuming operations of up to 24 hours a day to support removal of the spoil/materials from the TBMs by Conveyor to the Treatment Area at Harvil Road Gate 1 (for distribution on the SSPA Site).

With faster than anticipated tunnelling activity there are more Tunnel Segments required to build the Rings within the tunnels, and HS2 are looking at logistics around the transport of Segments by lorry to supplement the night time train deliveries (please see update regarding TBM Segments Deliveries by Lorry further up).

There is a Map showing the recent locations of the TBMs (as shown below) which can be found at the following Link [Update on tunnelling in Hillingdon - HS2](#)



Works at the Western Boundary at South Ruislip Vent Shaft from February 2024

From 19/02 until 15/03 HS2/SCS are installing sheet piles at the western boundary of the Vent Shaft Site in preparation for the new permanent wall construction.

These works have now been completed so SCS have started the next phase of the works which involve preparing the foundations for the pre-cast wall segments that are expected to be completed by the end of August.

There will then be a final stage of installing Fencing around the area, which is expected to be completed by the end of October.

Please see the updated HS2 Works Information by [Clicking Here](#)



**Braintree
Industrial
Estate**

SRVS

Works at the Southern Boundary at South Ruislip Vent Shaft from Feb to Aug 2024

HS2 are constructing a permanent boundary wall along the Southern Section of the Site (near the Railway Line) from **17/02 with the works expected to be completed by 09/08**.

The works are planned to be carried out during Core Working Hours (Mon to Fri 8am to 6pm & Sat 8am to 1pm).

HS2 will replace the existing hoarding with Heras fencing, break out the original concrete wall, create foundations and build the new wall.

These works will be completed in phases to accommodate other works being done at the same time. See the Map below which shows the precise location of each phase of the works.

For further information please follow the link to the HS2 letter on these works – [For further information please see the works notification](#).



Southern Sustainable Placement Area (SSPA) – Updated Works Programme

HS2/SCS have now confirmed the Works Programme going forward on the SSPA Site (located between Harvil Road and Breakspear Rd South). Please note that this information is subject to change but this will be communicated if this happens:

Please note Q2 = April to June, Q3 = July to Sept & Q4 = Oct to Dec 2024



SSQA Q2 & Q3:

STA & return conveyor operations: ()

24/7

Mound 1 & 3 – drainage, subsoil & topsoil placement, landscaping: ():

Monday – Saturday:
0800 – 1800

Mound 2 – TBM Arising Placement ():

Monday – Saturday:
0700 – 0730 Team briefing, no plant operating
0730 – 0900 placement, no vibratory rolling
0900 – 1900 placement and compaction
50m buffer for vibro rolling from site boundary

Note: Dependant on progress, Mound 2 placement could be completed with subsoil & topsoil placement commencing in Q2

All information provided is subject to change



SSQA Q4:

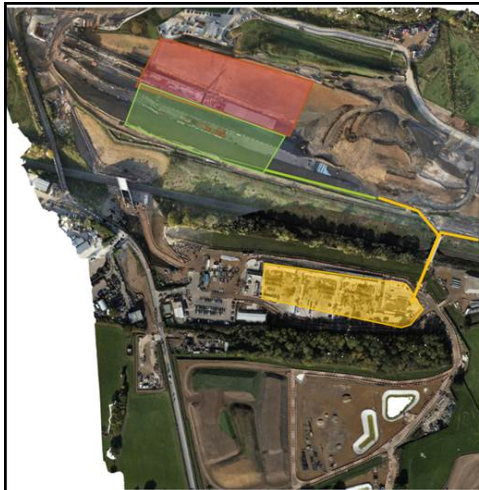
Mound 1 & 3 – Landscaping (minor earthworks): () : Core Hours

Mound 2 – TBM Arising Placement ():

Monday – Saturday:
0700 – 0730 Team briefing, no plant operating
0730 – 0900 placement, no vibratory rolling
0900 – 1900 placement and compaction
50m buffer for vibro rolling from site boundary

Note: Dependant on progress, Mound 2 placement could be completed with subsoil & topsoil placement commencing in Q2

All information provided is subject to change



STA & Copthall North Q2 – Q3

STA & return conveyor Operations: 24/7 ()

Northern Cut Backfill ()

1st November – 31st March:
08:00 to 18:00 hours: Monday to Saturday

1st April – 31st October
07:00 to 21:00 hours: Saturday

Southern Cut Backfill & Material Transfer(), from 18th March as per dispensation submitted:

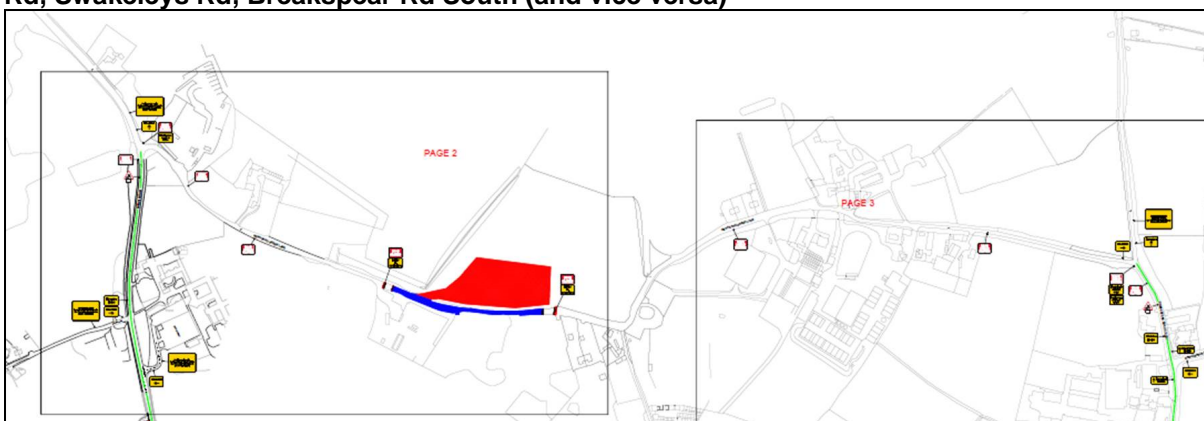
24/7 with restricted plant list and no vibratory rolling during night periods

All information provided is subject to change

Forward Planning - Newyears Green Lane – Road Closure for removal of Conveyor

- **Tue 28/05 to Sat 01/06** (5 days during School Half-Term Holidays)
- Was originally planned to take place 12/02 to 18/02 but HS2 postponed works
- Works are to remove the Conveyor that currently crosses the road between the HS2 Sites
- The works are scheduled to take place over 5 days as contingency built-in as they are weather dependant (a Crane will be used to remove the sections of the Conveyor piece by piece)
- If the weather is good then it is hoped the Conveyor can be removed quicker than the scheduled 5 days and the road reopened sooner

The section of Road Closed is shown below in **Blue** & the Diversion Route will be down Harvil Rd, Swakeleys Rd, Breakspear Rd South (and vice versa)



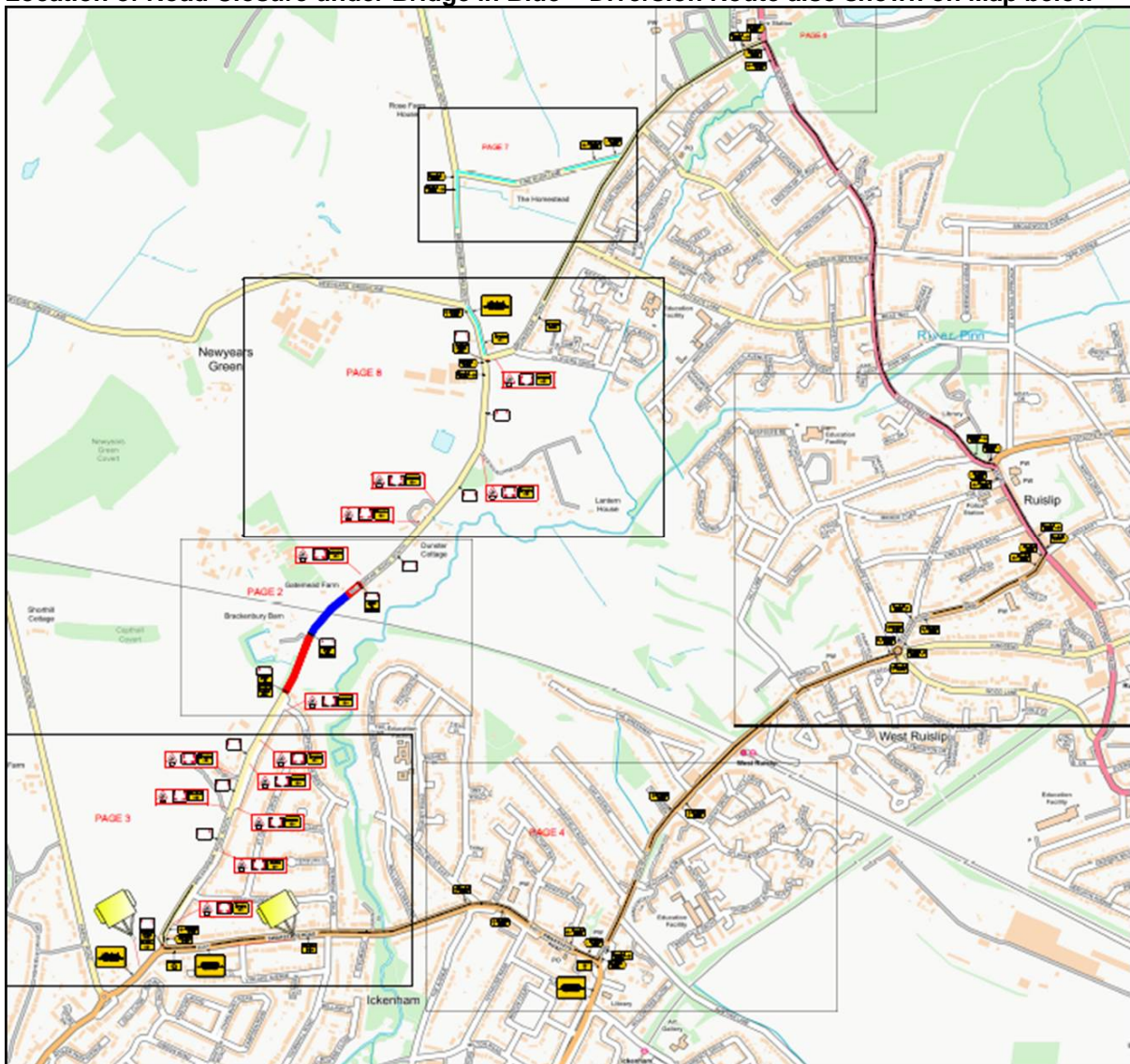
Forward Planning - Breakspear Rd South – Road Closure under Railway Bridge for Culvert works

- **Mon 29/07 to Sun 11/08** (2 Weeks during School Summer Holidays)

- Works to upgrade the existing Culvert to improve the drainage in the area
- These works are expected to take up to 2 weeks to complete

These works are the last large Road Closure in the HS2 Highways Programme in LBH and have been in the pipeline for over a year now. At present the existing Culvert near the Chiltern Line Bridge does not have the required capacity to take away water run off from the road and as a consequence this area of road is susceptible to flood related issues. The installation of a new Culvert will be able to handle a larger volume of water and should therefore lead to less of a threat of flooding in this area.

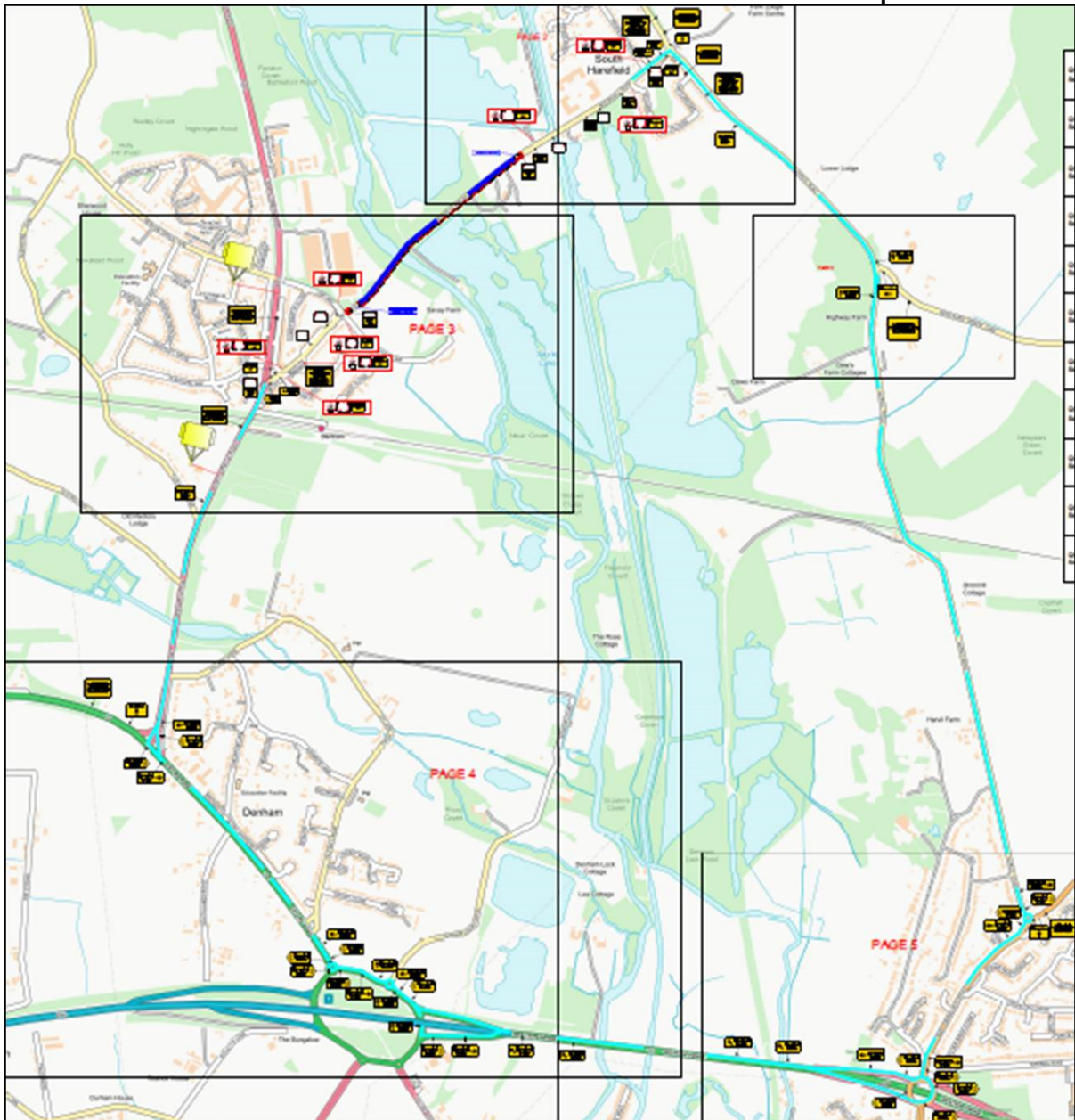
Location of Road Closure under Bridge in Blue – Diversion Route also shown on Map below



Forward Planning - Moorhall Road – Night Time Road Closure at HS2 Haul Road Crossing for Viaduct Parapet Installation

- **Mon 12/08 to Sun 25/08 = Night Time Closures – 10pm to 6am (2 Weeks during School Summer Holidays)**
- Works to install Concrete Parapets to the side of the Viaduct over the span crossing Moorhall Road
- Works planned for Night Time only the same as HS2 Align did when installing these Parapets to the Viaduct crossing the A412 (which they completed ahead of schedule)

Location of Road Closure shown in Blue – Diversion Route also shown on Map below



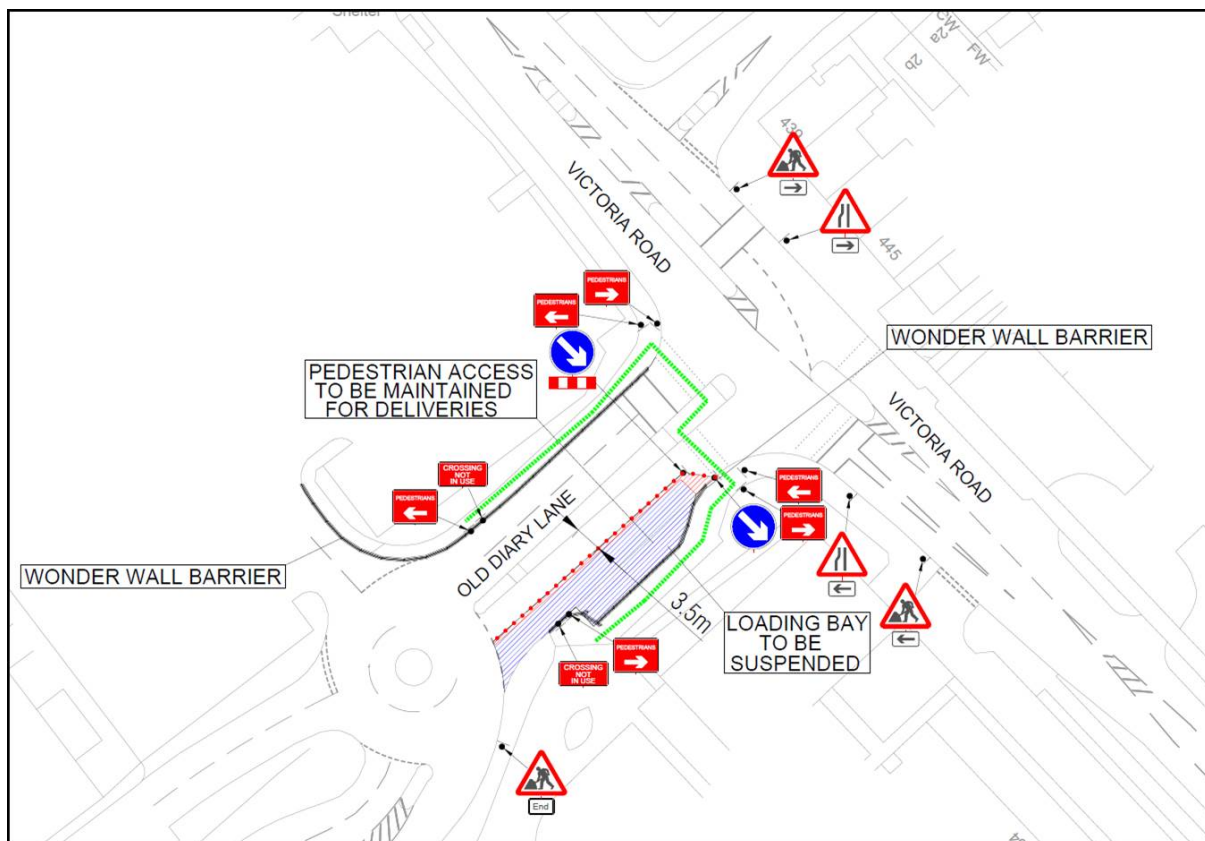
Old Dairy Lane works – (WORKS POSTPONED)

HS2/SCS were due to start works with UKPN in Old Dairy Lane, South Ruislip between Mon 08/01 and Sun 28/01 on the private road that is at the junction with Victoria Road (the entrance to the Retail Park housing B&M, Asda, Cinema etc).

These works were postponed at very short notice by UKPN (who are carrying out the power connection into the South Ruislip Vent Shaft Site). HS2/SCS are pushing UKPN for alternative dates that they can commit to carrying out these works and once known these will have to be agreed with LBH. I will keep you updated on progress on this and when these works will be rescheduled but they are not likely to now take place until summer 2024.

These works are to connect the South Ruislip Vent Shaft Site to the main UKPN Power Network as they are currently running on Generators. When the works take place a lane of traffic and the loading bay at the entrance to the Retail Park will be closed off to traffic. This will leave 1 lane open to traffic allowing access into the Retail Park.

I have provided the Traffic Management Plan below:



New Alignment of Harvil Road – Now Open

The new alignment of Harvil Road opened for public use on 02/02. Feedback that I have received has been positive from users of the new section of road between the Dogs Trust and HS2 Gate 1 Site entrance.

The Street Lighting has not been commissioned yet by SSEN with the latest update from them being that it may take several weeks for them to be able to connect the new Street Lighting to the Power Network.

Please note that I have been liaising with Ordnance Survey regarding getting their Mapping Systems updated to show the extents of the new road alignment. They need to book airspace for a Drone Flight to Survey the new layout and that will then feed into updating their Systems (and also filter through to updating Maps such as Google Maps and other Sat Nav devices). They hope to have this in place by the end of March.





Harvil Road – New Layout Details

Users of the new section of road should notice that the road is much straighter, has defined footpaths and kerbing, has no Potholes, and is much higher up than the old road (where the new road travels over the new HS2 Line Bridge and the new Chiltern Line Bridge).

There will also be new Street Lighting in sections of the new road (note there was no Street Lighting in this part of the old Harvil Road) so that should bring about added Road Safety when dark. Please note that while the Street Lighting is in place, the power has not been commissioned yet by SSEN but it is hoped that they can connect the Street Lighting to the Power Network over the next few weeks.

There are new Accesses off Harvil Road for various HS2 Maintenance facilities that will be used when the Railway becomes operational, and the long-term Accesses to HS2 Gate 1 & 2 Sites will also still be present (though the entrance to Gate 2 is now larger on the new section of road to allow HS2 lorries to safely exit left from the Gate 2 Site onto Harvil Road).

I have provided Drawings below that show the new road vs the old road, and the new Harvil Road and Accesses in more detail.

Please note the old section of Harvil Road as shown in Red on the Drawing below (between Dogs Trust and the old Chiltern Line Bridge) is now offline and will be demolished over the next few months to form part of the Earthworks for the new Railway. The old Chiltern Line Bridge is now closed off and will remain closed until it is demolished (now scheduled for 2025).

Access for the Skip Lane & Certas Oil Depot Businesses will now be via the T-Junction for Skip Lane opposite HS2 Gate 1, so general traffic using the new Harvil Road will have no need to pass the entrance to the Skip Lane & Certas Oil Depot Businesses as previously.

There will be a temporary Speed Restriction of 30mph in place along with temporary signage between Harvil Farm and the Dogs Trust until HS2 the end of 2025 (though this may be extended if HS2 construction works continue at this location beyond this date). This means that the Speed Limit on Harvil Road will be 30mph from Swakeleys Road junction up until the Dogs Trust, then becomes 40mph until just prior to the 'Welcome to Harefield' Sign between Newyears Green Lane and Moorhall Road junctions, and then is 30mph into Harefield Village.

Drawing below shows now closed section of Harvil Rd in Red (with new road realignment shown in White)



Drawing below shows new Harvil Road Layout in more details including New Accesses being built for HS2 Operations