



HIGH SPEED TWO PHASE ONE INFORMATION PAPER

D4: WORKING HOURS

This paper outlines the working hours for the construction of Phase One of the HS2 project.

It will be of particular interest to those potentially affected by the Government's proposals for high speed rail.

This paper was prepared in relation to the promotion of the Bill for Phase One of the scheme which is now enacted. Although the contents were maintained and updated as considered appropriate during the passage of the Bill (including shortly prior to the enactment of the Bill in February 2017) the contents are now historic and are no longer maintained.

If you have any queries about this paper or about how it might apply to you, please contact the HS2 Helpdesk in the first instance.

The Helpdesk can be reached at:

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1. Introduction

- 1.1. High Speed Two (HS2) is the Government's proposal for a new, high speed north-south railway. The proposal is being taken forward in two phases: Phase One will connect London with Birmingham and the West Midlands and Phase Two will extend the route to Manchester, Leeds and beyond.
- 1.2. HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works to a Development Agreement made with the Secretary of State for Transport.
- 1.3. In November 2013, HS2 Ltd deposited a hybrid Bill¹ with Parliament to seek powers for the construction and operation of Phase One of HS2 (sometimes referred to as 'the Proposed Scheme'). The Bill is the culmination of nearly six years of work, including an Environmental Impact Assessment (EIA), the results of which were reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs), which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed Scheme.
- 1.4. The Bill is being promoted through Parliament by the Secretary of State for Transport (the 'Promoter'). The Secretary of State will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill.
- 1.5. This body is known as the 'nominated undertaker'. There may well be more than one nominated undertaker – for example, HS2 Ltd could become the nominated undertaker for the main railway works, while Network Rail could become the nominated undertaker for works to an existing station such as Euston. But whoever they are, all nominated undertakers will be bound by the obligations contained in the Bill and the policies established in the EMRs.
- 1.6. These information papers have been produced to explain the commitments made in the Bill and the EMRs and how they will be applied to the design and construction of the Proposed Scheme. They also provide information about the Proposed Scheme itself, the powers contained in the Bill and how particular decisions about the project have been reached.

2. Core working hours

- 2.1. This information paper outlines the working hours for the construction of Phase One of the HS2 project.

¹The High Speed Rail (London – West Midlands) Bill, hereafter 'the Bill'.

- 2.2. People living and working alongside the new railway as it is being built can expect the construction works to generally take place within daytime core working hours. However, to ensure safe working and to maintain the safe operation of existing roads and railways, as well as enabling the shortest possible construction period for tunnelling, there will be occasions when night-time, weekend and 24-hour working will be required.
- 2.3. The nominated undertaker and its contractors will ensure that local residents, occupiers, businesses, local authorities and parish councils affected by the proposed construction works are informed in advance of the works taking place.
- 2.4. Core working hours for the construction of the Proposed Scheme will be from 08.00 to 18.00 on weekdays (excluding bank holidays) and from 08.00 to 13.00 on Saturdays. The nominated undertaker will require that its contractors adhere to these core working hours for each site as far as reasonably practicable or unless otherwise permitted under Section 61 of the Control of Pollution Act 1974.
- 2.5. Contractors will have to apply to the relevant local authority for consent to the proposed construction works (excluding non-intrusive surveys) under Section 61 of the Control of Pollution Act 1974.
- 2.6. Guidance on site-specific variations to core hours and/or additional hours likely to be required will be included within the Local Environmental Management Plans (LEMPs) produced for each relevant local authority. These plans are explained further in Information Paper D3: Code of Construction Practice. The LEMPs will be produced with input from the relevant local authority and statutory bodies.
- 2.7. In an emergency, the relevant local authority will be informed as soon as reasonably practicable if any work is required outside core hours.

3. Start-up and close-down periods

- 3.1. To maximise productivity within core working hours, the nominated undertaker's contractors will require a period of up to one hour before and up to one hour after normal working hours for the start-up and close-down of activities. This will include, but not be limited to deliveries, movement to place of work, unloading, maintenance and general preparation works. It will not include the operation of any plant or machinery likely to cause disturbance to local residents or businesses. These periods will not be considered an extension of core working hours.

4. Additional working hours

- 4.1. Tunnelling (this does not refer to cut and cover tunnels) and directly associated activities (such as the removal of excavated material, supply of materials and maintenance of tunnelling equipment) will be carried out on a 24-hours-a-day, 7-days-a-week basis. Where reasonably practicable, material will be stockpiled

within the site boundary for removal during normal working hours to reduce lorry movements outside this time.

- 4.2. Work within existing stations, track laying activities and work requiring the possession of major transport infrastructure (such as railways, roads or canals) may be undertaken during the night or on Saturday afternoons, Sundays and/or bank holidays. This is a safety and operational necessity and will often involve work over consecutive weekend nights as well as longer durations on occasion. Activities outside core working hours that could disturb people will be kept to a reasonably practicable minimum.
- 4.3. Certain operations, such as earthworks, are season- and weather-dependant. In these instances the nominated undertaker's contractors will seek to extend the core working hours and/or days to take advantage of daylight hours, with the consent of the relevant local authority.
- 4.4. Certain other specific construction activities will require extended working hours for reasons of engineering practicability. These activities include, but are not limited to, major concrete pours and piling/diaphragm wall works. Surveys, e.g. for wildlife or engineering purposes, may also need to be conducted outside core working hours.
- 4.5. Repairs or maintenance of construction equipment that is required outside core working hours will normally be carried out on Saturday afternoons or Sundays between 09.00 and 17.00.
- 4.6. Work required in response to an emergency or which if not completed would be unsafe or harmful to the works, staff, public or local environment, could also take place outside core working hours. The relevant local authority will be informed as soon as reasonably practicable of the reasons for, and likely duration of, such works. This information will also be made available to the HS2 helpline. Examples of the type of work to which this could apply are: where pouring concrete takes longer than planned due to equipment failure; or where unexpectedly poor ground conditions are encountered whilst excavating and require immediate stabilisation.

5. More information

- 5.1. More detail on the Bill and related documents can be found at: www.gov.uk/HS2