



HS2

Environmental Sustainability Progress Report

2025 – 2026

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Front cover image: Natural England site visit to the Colne Valley Western Slopes project.
Image right: The Colne Valley Regional Park supports a rich variety of habitats and species.



Executive summary

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Image: Tree and wildflower planting on the North Chilterns to Southam section of the railway.



Executive summary

This is our sixth HS2 Environmental Sustainability Progress Report. It covers our activities from April 2025 to March 2026 and focuses on data gathered for the London – West Midlands route.

This report is published at a significant moment for HS2 Ltd and its environmental commitments. We are fundamentally resetting the programme – working towards establishing a new cost and schedule for the opening of the railway.

The reset has required us to think differently about how we operate and act as a client – not in one single area, but across everything we do on the project. We have become a more active, intelligent, data-led client in order to complete the railway for the lowest reasonable cost. Issues will be identified early, we will intervene where necessary, and take ownership of outcomes rather than monitoring from a distance.

Environmental sustainability is no different. We set clear standards that drive minimum outcomes, we analyse environmental data from our joint venture partners and intervene early when things are not right. We also have a duty to safeguard the

communities along the route and the environment we are working in.

HS2's success will be measured by how we minimise the carbon footprint of the new railway, how we use materials and resources responsibly, our support for nature recovery and respect for the people and places affected by construction. The railway must also be climate resilient in order to offer the best passenger experience.

Our environmental performance in 2025/26 has been encouraging. This report is a snapshot of what has been achieved. Our overarching environmental sustainability vision has not changed: zero carbon rail journeys for a greener, cleaner future.

As part of the reset, we are reviewing our environmental considerations and targets so they reflect the new programme and our commitment to delivering HS2 for the lowest reasonable cost. The progress data in this report gives us confidence that our approach is on track.

For biodiversity, area-based habitats results have improved to -0.45% against our target of 0%. Hedgerows and watercourses continue to report positively, at 22.14% and 10.08% respectively.

In a UK first, we worked with Natural England to produce an evaluation report on our no net loss ambition and will use its recommendations to improve further.

We're making progress on our goal to cut carbon emissions by 50%. This year we achieved a reduction of 35.0% against our baseline and are using innovative techniques and technology to drive further savings.

This year we have planted almost 240,000 trees and shrubs between London and the West Midlands to contribute towards HS2's green corridor. Through the £5 million Phase One Woodland Fund, £3.9 million has been awarded to 65 projects to date, funding approximately 286 hectares of new woodland and 72 hectares of restoration on ancient woodland sites.

The project remains in the peak construction stage, with work taking place across our 350 sites. In the past year we diverted 99.9% of all construction and demolition waste from landfill, surpassing our 95% target. We responsibly sourced 100% of our timber and steel, and 99.9% of concrete.

Executive summary

We've continued to assist communities and businesses through our support funds and have allocated over £23 million to date.

We continue to work closely with our joint venture partners and contractors. Their commitment to environmental sustainability and reporting accurate data is essential. Together, we will build the new railway and leave an enduring environmental legacy for future generations.

This report has been prepared with reference to **Global Reporting Initiative (GRI) Standards**, the world's most widely used framework for sustainability reporting. **BSI Group** has provided independent assurance of data, with their assurance statement on page 43. Our contribution to the UN Sustainable Development Goals is set out in the Our Performance section.

Image right: Chalk grassland creation as part of the HS2 green corridor.

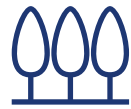


Our performance at a glance



-0.45%

currently forecast decrease in biodiversity units (against 0% target) associated with area-based habitats.



22.14%

forecast increase in biodiversity units (against 0% target) associated with hedgerows.



10.08%

forecast increase in biodiversity units (against 0% target) associated with watercourses.



35.0%

forecast carbon emissions reduced to date, contributing to our 50% target.



99.99%

of non-road mobile machinery registrations (e.g. excavators) compliant with air quality standards.



99.99%

of heavy goods vehicles trips (e.g. lorries) compliant with air quality standards.



99.91%

of light duty vehicles trips (e.g. vans) compliant with air quality standards.



0

number of the most serious level 1 environmental incidents.



100%

of timber and steel responsibly sourced.



99.99%

of concrete responsibly sourced.



99.9%

construction and demolition waste diverted from landfill.



100%

historic environment data (for completed fieldwork) provided to local council Historic Environment Records.

Our environmental sustainability approach

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Image: Wildflower habitat creation.

Our commitment

Environmental sustainability is part of our overall commitment to sustainability and is fundamental to our strategic goal for HS2 to 'create an environmentally sustainable solution and deliver respectfully to people and places'. It is key to our Environmental Sustainability Vision to provide 'zero carbon rail travel for a cleaner, greener future'.

Our environmental sustainability commitment is made up of five key areas, which form our environmental sustainability objectives for HS2. They are:

- HS2 green corridor
- climate change
- community experience
- historic environment and
- responsible consumption and production

Image right: Tree planting in Hillingdon.



Our environmental sustainability objectives



HS2 green corridor

We will create a resilient green corridor for both nature and people that will conserve and enhance habitats, seek to achieve biodiversity gains through partnership working, while designing mitigation to integrate into the character of the landscape.



Climate change

We will minimise the carbon footprint of HS2 towards a goal of net zero carbon emissions, build a network that is climate resilient for the long term, and deliver zero carbon journeys from day one of operation.



Community experience

Where reasonably practicable, we will minimise the adverse impacts of HS2 construction and operation on people and the environment including effects from air pollution, flooding, and noise and vibration.



Historic environment

We will reduce harm to the historic environment and deliver a programme of heritage mitigation including knowledge creation through investigation, reporting, engagement and archiving.



Responsible consumption and production

We will promote circular economy principles, responsibly source and make efficient use of sustainable resources, reduce waste and maximise the proportion of material diverted from landfill.



As part of the HS2 reset, we are reviewing our environmental commitments in light of the government's announcement and how we deliver HS2 for the lowest reasonable cost.

Our approach

Governance

Our governance regime for environmental sustainability was covered in our **2024 – 2025 progress report** and remained largely the same in 2025 – 2026. As part of resetting HS2, we have reviewed our corporate governance structures for 2026 – 2027. Oversight for environmental sustainability will continue to be provided by the HS2 board.

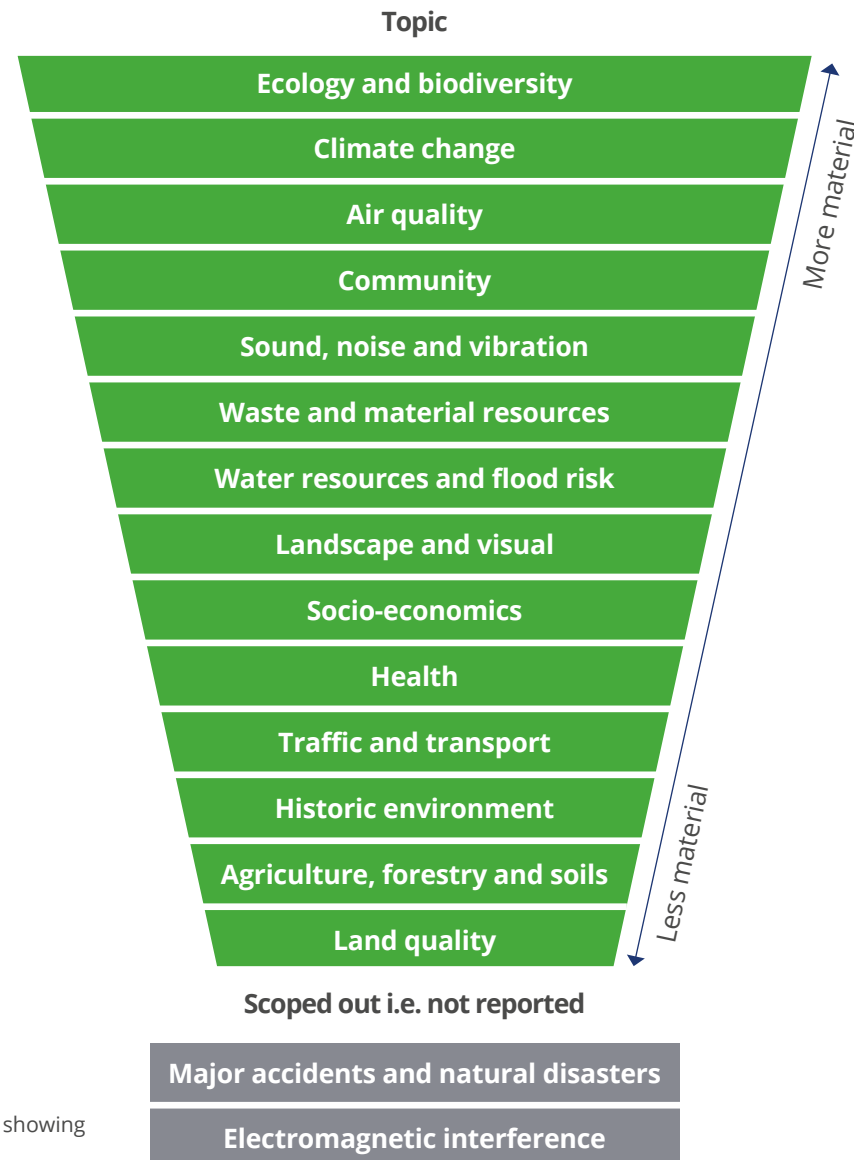
Prioritising environmental sustainability topics

We need to identify the environmental topics that are most important to the high-speed railway. They are the environmental areas where we are most likely to have a significant impact and the areas that potentially affect the project. We call this process our materiality assessment and our material topics form the basis of what we report on.

In 2023 we updated our materiality assessment to align with the 2023 Global Reporting Initiative (GRI) Standards. The materiality assessment can be found in our **2022 – 2023 progress report**.

Stakeholder and community engagement

As a large infrastructure project, it is important we continue to work with local communities and understand their concerns, particularly those directly affected by the new railway. We work closely with our environmental stakeholders to make sure we respect people and places in our decision-making and actions. Our **2022 – 2023 progress report** details our stakeholder groups and how we engage with them. We have continued to engage with all these groups in the past year, for example, during the year we held six environmental health officer sub-group meetings (a sub-group of the planning forum). This is where we engage with line of route local authorities on environmental matters.



Output of our materiality assessment showing material topics and scoped out topics.

Our performance

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Image: The Colne Valley viaduct, the UK's longest railway bridge.

Scope and methodology

The following pages include our environmental sustainability performance for 2025 – 2026, presented as data. We have reported on our performance in line with our environmental policy objectives and separately on ‘cross-topic’ data:

- HS2’s green corridor
- climate change
- community experience
- historic environment
- responsible consumption and production and
- cross-topic data

Where applicable, we have provided a summary table after each data table, comparing progress with our data from previous years.

Note on cross-topic data

We have also reported on cross-topic data, which refer to a group of environmental requirements that aren’t specific to a single objective. They include Building Research Establishment Environmental Assessment Method (BREEAM) assessments of our built environment and environmental incidents such as disturbances or damage.

Reporting period

The reporting period covers April 2025 to March 2026. However, due to the way data is reported, the data used is from March 2025 to February 2026, unless otherwise stated. This is in line with our annual corporate reporting period.

Data collection and calculation

Notes explaining the methodology we use for data collection and calculations are included next to the relevant data tables.

Scope

Data from 2025/26 has been grouped into two categories:

- main works civils contractors (MWCCs) – SCS Joint Venture (JV), Align JV, EKFB JV and BBV JV
- stations – Euston, Curzon Street and Old Oak Common. Our station at Interchange, Solihull, is still at the design stage and is only included in the BREEAM buildings data

The data only refers to live contracts. When new contracts are awarded, they will be included in the relevant data. The only exception is the whole-life carbon footprint dataset. For contracts not yet or recently awarded, we only include the baseline information i.e. the carbon footprint before any carbon reduction activity is undertaken.

Scope and methodology

The table below shows the location of the works being undertaken by our construction partners.

The location of works being undertaken or completed by HS2 construction partners			
Contract type	Partnership	Contractors	Geographic cover of works
EWC (enabling works contracts) – all complete	CS JV	Costain Group Plc, Skanska Construction UK Ltd	Within M25
	Fusion	Morgan Sindall Construction & Infrastructure Ltd, BAM Nuttall Ltd, Ferrovial Agroman (UK) Ltd	Leamington Spa, Warwickshire to M25
	LM JV	Laing O' Rourke Construction, J Murphy & Sons	Birmingham to Leamington Spa
MWCC (main works civil contracts)	SCS JV	Skanska Construction UK Ltd, Costain Group Plc, STRABAG SE	Within M25
	Align JV	Bouygues Travaux Publics, Volkerfitzpatrick, Sir Robert McAlpine	Chiltern tunnel and associated works
	EKFB	Eiffage, Kier, Ferrovial Construction and BAM Nuttall	Leamington Spa to M25
	BBV JV	Balfour Beatty Group Ltd, VINCI Construction UK Ltd	Birmingham to Leamington Spa
Stations	MD JV	Mace Limited and Dragados SA	Euston station, London
	BBVS	Balfour Beatty Group Ltd, VINCI Construction UK Ltd, VINCI Construction Grands Projects SAS and SYSTRA Ltd	Old Oak Common station, west London
	MD JV	Mace Limited and Dragados SA	Curzon Street Station, Birmingham

External assurance

'Reasonable' assurance on the key performance indicators for environmental sustainability performance data has been provided by BSI Group. We have also included our independent assurance statement in this report. Where some key performance indicators were not verified by BSI Group, we have provided justification for this decision in the 'notes' section of these KPIs.

Frameworks and standards

Our environmental sustainability data has been prepared with reference to the **GRI Standards**: Core option. The GRI index on page 45 can be used as a reference for our disclosures against the relevant requirements.

The **United Nations Sustainable Development Goals (UN SDGs)** are 'a blueprint to achieve a better and more sustainable future for all'. They represent 17 social, economic and environmental priorities designed to combat the global challenges facing humanity by 2030. As Britain's biggest build, HS2 has an important part to play in the UK's progress toward the UN SDGs. Under each commitment, we have included the UN SDG that our work contributes to.

The GRI index and UN SDGs are outside the scope of BSI Group verification.

HS2 green corridor

Creating a resilient green corridor for both nature and people, that will conserve and enhance habitats, seeking to achieve biodiversity gains through partnership working while designing mitigation to integrate into the character of the landscape.

Contributing to UN SDG:



Data tables and notes

Performance commentary

Our target of achieving No Net Loss (NNL) in biodiversity, and seeking net gains, is made up of three measures: area-based habitats, hedgerows and watercourses.

We have continued to improve our position with this metric, with our latest reported position for area-based habitats improving to -0.45%. Both hedgerows and watercourses remain positive and show continued improvement (22.14% and 10.08%, respectively). Work continues with our contractors and stakeholders to move our scoring into positive for area-based habitats in future updates of the calculation. We worked with Natural England to produce an evaluation report on our NNL ambition – the first of its type to be produced in the UK – containing a review of our approach and a number of recommendations to further improve both our results and the way we share data with our key environmental stakeholders.

This year, we've continued to plant trees and shrubs along the London – West Midlands route with nearly 245,000 being planted. To date over 1.3 million trees have been planted.

The £5 million Phase One Woodland Fund has awarded £3.9 million worth of funding to 65 projects, allowing for approximately 286 hectares of woodland creation and 72 hectares of plantations on ancient woodland sites (PAWS). Over 589,000 trees have now been planted through this fund.

HS2 green corridor

Biodiversity accounting process

Phase One

Date	Habitat group	Pre-construction		Post-construction		Summary		
		Area (ha) / Length (m)	Biodiversity units	Area (ha) / Length (m)	Biodiversity units	Area (ha) / Length (m) difference (pre- vs post-)	Biodiversity unit difference (pre- vs post-)*	% change in biodiversity units
2017 baseline	Area-based habitats	6,775	22,059	6,777	20,484	2	-1,575	-7.14%
	Hedgerows	448,148	929,086	403,441	856,289	-44,707	-72,797	-7.84%
	Watercourses	76,371	139,902	78,063	146,143	1,692	6,241	4.46%
December 2022 update	Area-based habitats	6,462	20,649	6,473	19,097	10	-1,552	-7.52%
	Hedgerows	450,353	1,006,734	501,27	1,058,053	50,925	51,319	5.10%
	Watercourses	75,842	138,960	79,407	135,436	3,565	6,476	4.70%
March 2024 update	Area-based habitats	6,741	22,689	6,745	22,125	4	-564	-2.49%
	Hedgerows	444,443	931,980	546,956	1,175,036	102,513	243,056	26.1%
	Watercourses	77,950	143,368	84,728	154,258	10,890	6,779	7.60%
March 2025 update	Area-based habitats	6,872	22,878	6,879	21,988	7	-299	-1.34%
	Hedgerows	458,193	969,862	539,095	1,183,277	80,903	213,415	22%
	Watercourses	85,033	156,109	92,629	170,926	7,595	14,817	9.49%
March 2026 Update	Area-based habitats	6,729	22,079	6,735	21,979	6.36	-100	-0.45%
	Hedgerows	460,068	979,010	544,692	1,195,801	84,624	216,792	22.14%
	Watercourses	85,009	156,209	93,000	171,959	7,991	15,749	10.08%

*The biodiversity unit difference is the difference in biodiversity units as calculated before construction of the railway (pre-construction) compared with completion of the railway (post-construction). It is based on the design at that point in time. As the design evolves and improvements or savings are made, this number will change.

HS2 green corridor

Notes:

Our biodiversity KPI

- We are seeking no net loss in biodiversity, excluding irreplaceable habitats such as ancient woodlands, across the London – West Midlands route. To measure progress towards our goal, we developed a modified version of the Department for Environment, Food & Rural Affairs (Defra) pilot biodiversity offsetting metric, in consultation with Defra and Natural England. It is called the HS2 metric. The HS2 metric uses habitats as a proxy for considering losses and gains of biodiversity and measures these losses and gains in biodiversity units.
- Industry guidance has evolved since we started reporting our biodiversity accounting figures. To align with this, in addition to reporting on area-based habitats, we also now report our biodiversity accounting figures for hedgerows and watercourses.
- More information about our biodiversity targets is outlined in the [HS2 Environmental Sustainability Vision](#).

Methodology

- The HS2 metric has been used to calculate the figures shown above. The metric has not been used to define the level of biodiversity compensation that has been included in the scheme. It has been used as an accounting tool and applied to the habitats present pre- and post-construction. It allows us to compare the losses and gains in biodiversity units due to HS2. This accounting process has been referred to as the no net loss calculation. For more information, see the [HS2 London-West Midlands, No net loss in biodiversity calculation](#) report.

- Ancient woodlands are irreplaceable. For this reason, any measures that could be seen as an attempt to compensate for their loss are not included in our calculation. HS2's impact on ancient woodlands are the subject of separate reporting in the [HS2 Ancient Woodland reports](#).
- The metric calculates losses and gains to biodiversity on a route-wide area basis, except for linear features, like hedgerows and watercourses. Separate calculations are made for these based on the length of the habitats affected. Further details are provided in the [HS2 London-West Midlands, No net loss in biodiversity calculation](#) report.
- Methods are outlined in the [scope and methodology report addendum](#) (page 364) that accompanies the HS2 Environmental Statement.

Limitations

- The biodiversity accounting data represents a snapshot in time. Contractors are still progressing design work.
- Biodiversity gains are considered by contractors throughout the design stage, but the calculation of biodiversity accounting is only realised at the end of the design stage. Only assets which have reached an approved design stage have been taken into account.
- Contractors undertake and complete different stages of design using different timescales. This means the level of maturity of design and the resulting figures are not consistent across Phase One. For example, some design elements have completed proposed scheme design while other elements have completed detailed design or 'as-built' design.

Number of trees and shrubs planted			
Year	Trees planted	Trees replaced	Net trees planted
2017-18	218,624	-	218,624
2018-19	125,852	6,553	119,299
2019-20	169,850	45,125	124,725
2020-21	271,707	30,405	241,302
2021-22	164,991	24,087	140,904
2022-23	119,563	73,936	45,627
2023-24	91,517	32,508	59,009
2024-25	212,552	59,474	153,078
2025-26	246,503	6,665	239,838
Total	1,621,159	278,753	1,342,406

HS2 green corridor

Notes:

Methodology

- The annual planting season is from November to March. During this season we also replace trees that fail to grow in line with site-specific maintenance monitoring and management plans and to ensure that the original tree planting specification is being maintained.
- HS2's approach to tree planting and woodland creation was based on industry standard guidance on the processes of plant handling and establishment for large scale planting projects.
- Failures in saplings should be expected in the early years following planting. Aligning to industry-wide guidance, HS2 Ltd expects typical failure rates of new tree and shrub planting across its construction sites to be within the industry best practice range of 5-15 per cent (this being in a typical climatic year). However, during prolonged periods of lower-than-expected rainfall, it would be expected that failure rates can be higher. Given numerous summer drought conditions since planting commenced, higher failure rates in newly planted trees are not unexpected.

It should be noted that, due to the typical industry wide failures of a proportion of newly planted trees and the variations in seasonality, the Forestry Commission advise that the success of any tree planted areas is best assessed after five years from initial planting, when the plantation should, by then, be as near to 100% of the original planting intention.

- Due to the large scale of HS2 planting, the watering of new plants is not undertaken. Replacing plants is considered a more cost-effective solution and a far more ethical use of water resources during dry summer conditions.
- The [HS2 Information Paper E26](#) describes the minimum periods for the management and monitoring of habitats.

Woodland Fund					
Phase One Woodland Fund £5 million	Schemes	Value	Creation area (Gross area of woodland creation)	PAWS* area (Gross area for PAWS restoration)	Total tree numbers
Forecast – application approved, in progress or received	1**	£23,801	2.30 ha (2,410 trees)	0 ha (0 trees)	2,410
Committed – agreement in place or offered, application approved, in progress or received	18***	£972,127	72.22 ha (110,305 trees)	3.81 ha (1,920 trees)	112,225
Completed – interim or final claim received or paid	65	£3,973,019	286.25 ha (466,062 trees)	71.93 ha (123,390 trees)	589,452

*Plantations on Ancient Woodland Sites, or PAWS (previously referred to as Ancient Woodland Restoration), are ancient semi-natural woodlands that have been felled and replanted with other tree species, typically non-native trees, such as spruce, fir and larch.

** One pipeline case (England Woodland Creation Officer (EWCO) Wheeley Farm) at technical checks.

*** Includes one PAWS case at 'Agreement Offer accepted' (Egypt Wood) and one EWCO integrated woodland creation (WC) case at 'Agreement offered' (Woodside Farm).

Notes:

About this KPI

The [HS2 Woodland Fund](#) provides funding to create native woodland or restore plantations on ancient woodland sites near to the HS2 route. This is in addition to trees planted as part of our mitigation planting. The Woodland Fund is administered for HS2 by the Forestry Commission.

Methodology

- This data presents our progress to date and refers to Phase One as of end of March 2026.

Definitions

- Committed: New woodland creation or ancient woodland restoration projects where funding has been allocated, either firmly or tentatively. These projects have not yet been delivered. This category also includes restoration projects that are underway or where we have received or approved an application.
- Completed: New woodland creation or ancient woodland restoration projects that have been completed since the start of the Woodland Fund scheme.
- PAWS: plantations on ancient woodland sites.

Climate change

Minimising the carbon footprint of HS2 towards a goal of net zero carbon emissions, building a network that is climate resilient for the long term, and delivering zero carbon journeys from day one of operation.

Contributing to UN SDG:



Data tables and notes

Performance commentary

At March 2026, we have achieved an overall reduction of 35.0%. We have continued to make progress on reducing emissions associated with the project compared to previous reporting years. Within our active contracts, notably our main works civil contracts and stations contracts, carbon reductions continue to be an ongoing focus. These contract areas are forecasting a 44.1% and 40.4% carbon reduction respectively against the 50% targets showing the scale of our ambition. We awarded our rail systems contracts in 2025, and mobilisation began in early 2026 – we expect rail systems contractors to start carbon reporting in March 2027. Rail systems saving reported to date are related to early design works ahead of main rail system contract award.

Climate change

Whole-life carbon footprint – progress against targets per contract

Contract type	Contractor	Total carbon reduction target	Baseline carbon footprint (tCO ₂ e)	Current carbon footprint (tCO ₂ e) March 2026	Current percentage reduction against baseline March 2026
Enabling works contracts	CS JV	–	0	0	N/A
	Fusion JV	30%	11,070	7,630	31.1%
	LM JV	30%	137,755	92,900	32.6%
Main works civils contracts	SCS JV	50%	1,399,449	838,502	40.1%
	Align JV	50%	1,075,275	557,131	48.2%
	EKFB JV	50%	3,978,436	2,318,046	41.7%
	BBV JV	50%	4,148,208	2,214,015	46.6%
Stations	Euston (MD JV)	50%	710,479	416,746	41.3%
	Old Oak Common (BBVS JV)	50%	601,845	373,117	38.0%
	Interchange Station (Arup)	50%	193,976	102,469	47.2%
	Curzon Street (MD JV)	50%	158,151	99,699	37.0%
Rail systems	Track	50%	2,479,692	2,415,857	2.6%
	Calvert IMD	50%	118,006	99,765	15.5%
	Overhead catenary system (OCS)*	50%	32,468	32,468	0.0%
	Cross passage doors (CPD)	50%	4,237	2,171	48.8%
	Washwood Heath	50%	156,237	148,728	4.8%
	Tunnel Mechanical & Electrical systems*	50%	185,277	185,277	0.0%
Rolling stock	Rolling stock (Hitachi-Alstom)	See notes	2,215,861	1,540,945	30.5%
Programme to date total		50%	17,606,422	11,445,466	35.0%

*Carbon data not yet available. Contracts at an early design stage, hence 0% progress against targets reported.

Climate change

Year-on-year progress comparison

Year	Contractor	Total carbon reduction target by contract	Baseline carbon footprint (tCO ₂ e)	Carbon footprint at the end of the reporting period (tCO ₂ e)	Percentage reduction against baseline at the end of the reporting period
2020/21	Phase One total	50%	14,544,000	10,855,000	25.4%
	Phase 2a total	50%	478,000	478,000	0%
	Programme to date total	50%	15,022,000	11,333,000	24.6%
2021/22	Phase One total	50%	14,488,000	10,934,000	24.8%
	Phase 2a total	50%	564,000	564,000	0%
	Programme to date total	50%	15,052,000	11,498,000	23.6%
2022/23	Phase One total	50%	16,356,677	11,521,580	29.6%
	Phase 2a total	50%	2,158,329	1,792,525	16.9%
	Programme to date total	50%	18,515,006	13,314,105	28.1%
2023/24	Phase One total	50%	16,203,932	10,944,407	32.5%
	Phase 2a total	50%	2,158,329	1,796,207	16.8%
	Programme to date total	50%	18,362,261	12,740,614	30.6%
2024/25	Programme to date total	50%	17,527,626	11,607,137	33.8%
2025/26	Programme to date total	50%	17,606,422	11,445,466	35.0%

Notes:

About this KPI

- No permanent HS2 assets were constructed by CS JV, therefore a carbon footprint calculation is not required.
- The rolling stock is subject to a carbon target/limit. However, it is not expressed as a percentage. For more information about the carbon reduction target/limit, go to [TTS-847](#) (page 73).
- The tables above show the contract types with baselines produced to date.
- Carbon reduction targets apply to the whole-life carbon footprint and are to be delivered during the contract period.
- Rail systems include: track, overhead catenary system, tunnel and lineside mechanical and electrical equipment, Calvert infrastructure maintenance depot and Washwood Heath depot and control centre.

Methodology

- The carbon data has been quantified in accordance with best practice industry standards (e.g. BS EN ISO 14040, BS EN ISO 14044, BS EN 15978).

Limitations

- The carbon data represents a snapshot in time. Main works civil contractors and station contractors are still progressing design work while rail systems values are based on early design work.

Climate change

Energy and fuel consumption data

Contract type	Contractor	Total grid electricity kWh	Onsite renewables kWh	Petrol (100% mineral) litres	Petrol (average fuel blend) litres	Diesel (white/average biofuel blend) litres	Gas oil (red diesel) litres	LPG litres	Hydrogen litres	HVO litres	Other fuel types kWh	Other fuel types litres
MWCC	Align JV	7,031,868	0	0	0	193,640	0	0	0	4,024,909	0	0
	BBV JV	17,541,101	45,395	450	234,511	21,826,784	0	29,103	153,681	0	35,519	0
	EKFB JV	5,029,392	2,513	8,161	15,711	33,204,891	0	0	26,957	15,521	0	0
	SCS JV	23,554,111	0	0	7,073	1,059,731	0	0	0	2,284,314	0	0
Stations	BBVS JV	1,471,668	121,208	0	0	368,629	0	0	0	0	0	0
	MD JV (Curzon Street station)	422,558	0	0	0	0	0	0	0	228,169	0	0
	MD JV (Euston station)	4,901,748	0	0	0	0	0	0	0	120,576	0	0
Total Phase One contracts		59,952,446	169,116	8,611	257,295	56,653,675	0	29,103	180,638	6,673,489	35,519	0

Climate change

Year-on-year progress comparison

Year	Contract type	Total grid electricity kWh	Onsite renewables kWh	Petrol (100% mineral) litres	Petrol (average fuel blend) litres	Diesel (white/average biofuel blend) litres	Gas oil (red diesel) litres	LPG litres	Hydrogen litres	HVO litres	Other fuel types kWh	Other fuel types litres
2020/21	Total Phase One	1,038,184	4,323	16,686	47,091	1,400,483	9,289,152	1,175	0	-	104,874	16,402
2021/22	contracts	22,454,371	3,682	26,314	44,697	2,436,122	23,308,065	297,331	2,560	-	368,167	3,051,854
2022/23		65,326,924	10,094	3,917	42,945	41,820,083	3,169,106	455,205	595	-	36,469	10,234,193
2023/24		103,872,894	158,139	2,449	12,948	38,773,096	384,331	358,375	36,092	9,068,495	473,018	0
2024/25		108,714,985	106,909	33	135,006	55,609,094	1,669,553	366,236	213,367	7,503,018	417,459	0
2025/26		59,952,446	169,116	8,611	257,295	56,653,675	0	29,103	180,638	6,673,489	35,519	0

Notes:

Definitions

- Petrol (average fuel blend): standard grade petrol sold in the UK contains a blend of just under 5% bioethanol and about 95% petrol.
- Diesel (average biofuel blend): the most common biodiesel blend is B20, which ranges from 6% to 20% biodiesel blended with petroleum diesel. However, B5 (a biodiesel blend of 5% biodiesel and 95% diesel) is also commonly used in fleet vehicles.
- LPG: liquefied petroleum gas.
- Total grid electricity comprises of conventional grid electricity and grid electricity from zero carbon tariffs.
- The 'Other' categories include natural gas received through the gas mains grid network in kWh.

More information about the supply of renewable road fuels in the UK is on the [renewable fuel statistics](#) webpage.

Community experience

Minimising the adverse impacts of HS2 construction and operation on people and the environment including effects from air pollution, flooding, and noise and vibration.

Contributing to UN SDG:



Data tables and notes

Performance commentary

There has been high compliance with HS2 emission standards for all machinery and vehicles during this year. Non-road mobile machinery (NRMM) (e.g. excavators) was 99.99% compliant, heavy goods vehicles (HGVs) 99.99% compliant and light duty vehicles (LDVs) (e.g. vans) 99.91% compliant. There has been continued deployment of cleaner machinery being used across our sites, including the use of battery power, renewable energy and hydrogen fuel cell technology. There has also been an increased zero emission HGV and LDV movements across our route.

The overall allocation of £23.06m from the pot of £40m for the Community and Environment Fund (CEF) and Business and Local Economy Fund (BLEF) for Phase One represents 58% of the total budget. The funds were launched in early 2017 and spend remains on track and within budget.

There have been 18 noise trigger level exceedances across noise monitored sites in 2025/26. The number of exceedances is considered to be very low, when compared to the number of noise monitors deployed (205) and construction activities. The low number of exceedances highlights that construction activities are being controlled through the implementation of best practicable means (BPM) in order to reduce the noise impacts from works.

Community experience

Air Quality

Non-road mobile machinery (NRMM)

Contract type	Contractor	Target proportion of NRMM that meets HS2's emission standards	Proportion that was compliant in 2025/26 (Apr 25 – Mar 26)
		Percentage	Percentage
MWCC	Align JV	100%*	100%
	BBV JV	100%*	99.97%
	EKFB JV	100%*	100%
	SCS JV	100%*	100%
Stations	BBVS JV	100%*	100%
	MD JV (Curzon Street station)	100%*	100%
	MD JV (Euston station)	100%*	100%
Total Phase One contracts		100%*	99.99%

*Including approved exemptions.

Heavy goods vehicles (HGVs)

Contract type	Contractor	Target proportion of HGVs that are Euro VI or better	Proportion that was compliant in 2025/26 (Apr 25 – Mar 26)
		Percentage	Percentage
MWCC	Align JV	100%*	99.99%
	BBV JV	100%*	100%
	EKFB JV	100%*	100%
	SCS JV	100%*	100%
Stations	BBVS JV	100%*	100%
	MD JV (Curzon Street station)	100%*	100%
	MD JV (Euston station)	100%*	100%
Total Phase One contracts		100%*	99.99%

*Including approved exemptions.

Community experience

Light duty vehicles (LDVs)

Contract type	Contractor	Target proportion of LDVs that are EURO 6 diesel or EURO 4 petrol	Proportion that was compliant in 2025/26 (Apr 25 – Mar 26)
		Percentage	Percentage
MWCC	Align JV	100%	100%
	BBV JV	100%	100%
	EKFB JV	100%	100%
	SCS JV	100%	99.98%
Stations	BBVS JV	100%	99.99%
	MD JV (Curzon Street station)	100%	99.37%
	MD JV (Euston station)	100%	100%
Total Phase One contracts		100%	99.91%

Community experience

Year-on-year progress comparison

Year	Contract type	Vehicle type	Target	Proportion that was compliant
			Percentage	Percentage
2020/21	Total Phase One contracts	Non-road mobile machinery	100%	99.8%
		Heavy goods vehicles	100%	99.2%
		Light duty vehicles	100%	83.9%
2021/22		Non-road mobile machinery	100%	99.9%
		Heavy goods vehicles	100%	99.9%
		Light duty vehicles	100%	88.7%
2022/23		Non-road mobile machinery	100%	99.5%
		Heavy goods vehicles	100%	100%*
		Light duty vehicles	100%	98.7%
2023/24		Non-road mobile machinery	100%	99.7%
		Heavy goods vehicles	100%	99.9%
		Light duty vehicles	100%	99.0%
2024/25		Non-road mobile machinery	100%	99.98%
		Heavy goods vehicles	100%	99.99%
		Light duty vehicles	100%	99.5%
2025/26		Non-road mobile machinery	100%	99.99%
		Heavy goods vehicles	100%	99.99%
		Light duty vehicles	100%	99.91%

*99.97% rounded to 100%.

Notes:

Methodology

- HS2 emission standards are included in both the **Code of Construction Practice** (Chapter 7) as well as the HS2 Air Quality **Information Paper E31**.
- The reporting period is April 2025 to March 2026.
- The above annual percentages do not include machineries and traffic movements from utilities and On Network Works (ONW).

Definitions

- Non-road mobile machinery emissions (NRMM) standards: HS2 has applied **NRMM engine emission requirements** route-wide for all machines with an engine power of between 37kW and 560kW.
- NRMM: refers to all mobile machines and transportable industrial equipment or vehicles fitted with an internal combustion engine, not intended for transporting goods or passengers on roads – for example, excavators, cranes and dump trucks.

Community experience

- Light duty vehicles: vehicles with a permissible maximum weight less than or equal to 3.5 tonnes.
- Heavy goods vehicles: vehicles with a permissible maximum weight greater than 3.5 tonnes.
- NRMM exemptions policy: The Greater London Authority **exemptions policy** set out in the Supplementary Planning Guidance (SPG) and applies route wide to HS2. They are awarded on a case-by-case basis to specialist plant and machinery or for short-term use where the NRMM may not be suitable for retrofit technology following clear justifications and review.
- HGVs exemptions policy: Certain HGVs may be exempt on the grounds of:
 - a. Specialism: being a specialist vehicle (not readily available as Euro VI compliant).
 - b. Unforeseen circumstances: for example, breakdowns or mechanical failure requiring a replacement vehicle that is not readily available as Euro VI compliant.
 - c. Triviality: if a particular vehicle is expected to make no more than 12 visits to all HS2 works in the London Low Emission Zone in any 12-month rolling period, it may be given a specific exemption.
 The total of the exemptions shall account for no more than 8% of unique vehicles on an annual basis.

Noise exceedances		
Contract type	Contractor	Number of exceedances of agreed* construction noise trigger levels
MWCC	Align JV	0
	BBV JV	0
	EKFB JV	8
	SCS JV	8
Stations	BBVS	0
	MD JV (Curzon Street station)	0
	MD JV (Euston station)	2
Phase One total		18

*By consent granting body.

Notes:

About this KPI

This key performance indicator is an HS2 requirement on all live projects with an aim to monitor the noise and vibration impacts of construction works. HS2 undertakes monitoring to comply with the commitment detailed in the Environmental Minimum Requirements (EMRs), Annex 1, Code of Construction Practice (CoCP) and the main purposes for undertaking this monitoring are to:

- investigate complaints, incidents and exceedance of trigger levels
- monitor the effectiveness of noise control measures

Prior to works taking place HS2 contractors will seek to obtain consent for the works under Section 61 of the Control of Pollution Act 1974. This proactive mechanism enables HS2 contractors and local authorities to come to an agreement on the approach to the works prior to them starting. This ensures that noise impacts have been appropriately assessed and mitigated.

Methodology

- The noise exceedances are calculated as follows:
 - Through the S61 applications we will agree noise trigger levels which are based upon the predicted noise levels at noise sensitive locations. During the works if the relevant trigger is exceeded an investigation will be undertaken. Where the source of the noise (and the exceedance) is found to relate to the construction works, we will report these to the local authority and appropriate mitigation measures will be implemented to resolve the issue and prevent a recurrence.
- HS2 produce monthly reports for each local authority area where noise and vibration monitoring is undertaken. These reports are published on the [government website](#).
- These monitoring reports outline the HS2 works that have been undertaken, monitoring locations, monitored sound and vibration levels, exceedances of thresholds for determining effects on health and quality of life in the community, complaints received, and results of investigations and any actions taken. In addition, the full set of [raw data](#) for each month of monitoring is published online. It also outlines our methodology.

Community experience

- The target of this KPI is to strive towards having no noise exceedances of agreed construction noise trigger levels.
- This dataset has not been externally verified by BSI Group as all source data is already published alongside the monthly reports and are available in the link on the previous page. Furthermore, this KPI requires no data manipulation or calculations since the source data is reported as received by the monitoring equipment, so there is no need for a third party audit on the accuracy and completeness of this dataset.

Definitions

- Consent granting bodies are the relevant local authorities.

Community and Environment Fund (CEF) / Business and Local Economy Fund (BLEF)

Phase One CEF and BLEF funding	Total value	Approved and in public domain	Target
Allocated to date	£23,063,071	£21,432,670	Complete spend of £40 million in supporting communities disrupted by HS2.

Notes:

About this KPI

The HS2 CEF is designed to add benefit over and above committed mitigation and statutory compensation to communities along the route that are demonstrably disrupted by the construction of the new railway.

The HS2 BLEF is designed to add benefit over and above committed mitigation and statutory compensation to support local economies that are demonstrably disrupted by construction.

For more information about these funds please visit:

- [CEF programme guidance document](#)
- [BLEF programme guidance document](#)
- [CEF/BLEF interactive project map](#)
- [CEF/BLEF annual reports](#)

Methodology

- This data presents our progress to date and refers to Phase One as of end of March 2026.
- Our work on CEF and BLEF is audited by both the National Audit Office (NAO) and the Government Internal Audit Agency (GIAA). These audits test our compliance to HM Treasury accounting and budgetary classification standards and Government Functional Standard (GovS 015: Grants).

Definitions

- Total value: Value of all projects approved to date.
- Approved and in public domain: Value of projects that have been approved and announced in the public domain. It refers to projects that have received funding; the applicant has met the terms and conditions of their award and the project is ready to start.

Historic environment

Reducing harm to the historic environment and delivering a programme of heritage mitigation, including knowledge creation through investigation, reporting, engagement and archiving.

Contributing to UN SDG:



Data tables and notes

Performance commentary

The targets represent key measures for the delivery of Heritage Memorandum commitments. They focus on the provision of historic environment data and the post excavation works which comprise research, dissemination, engagement and archiving. This post excavation work will reveal our shared past, delivering insights to communities along the route and beyond. The work will provide a lasting legacy to the way such programmes are undertaken in the future and enable everyone to engage with the past via the extensive digital and physical archive resource.

The discoveries made are unique to each project, therefore counting 'sites' is not a meaningful metric. What is meaningful is carrying out fieldwork to a series of objectives, devising innovative ways to analyse findings and sharing those with communities, the profession and beyond.

We work with the government's adviser, Historic England, to ensure the implementation of effective investigation, research and mitigation of the historic environment.

Historic environment

Performance indicator	Target	2025/26 Performance
Percentage of historic environment data (for completed fieldwork) provided to local council Historic Environment Records	100%	100%
Percentage of digital archive (for completed fieldwork) publicly available at the Archaeology Data Service	100%	95%* (on track)
Percentage of mitigation investigations selected for analysis and reported in line with the Historic Environment Research and Delivery Strategy (HERDS) objectives	100%	65% for higher level and 30% for lower level and 5% for no recording (on track according to programme stage)
Percentage of the physical archive deposited	100%	0% (on track as the post excavation services will begin deposit in future years)

*Calendar year not financial year.

Notes:

Methodology

These metrics are a combination of activities that will be delivered by the end of construction, for example, fieldwork activities throughout the duration of all works, the public availability of the digital archive and the deposition of the physical archive by the close of the post-excavation programme.

There are no specific agreed industry metrics against which to 'measure'. Instead HS2 takes into account industry practice and standards produced by the government's adviser on the historic environment - Historic England - and professional institutions, for example, the Chartered Institute for Archaeologists. As these metrics provide an update on the efficacy of our approach and activities to date, rather than a quantifiable measure of performance over time for a specific objective, there is no reason for BSI Group to provide external verification for this KPI.

Responsible consumption and production

Promoting circular economy principles, responsibly sourcing and making efficient use of sustainable resources, reducing waste and maximising the proportion of material diverted from landfill.

Contributing to UN SDG:



Data tables and notes

Performance commentary

We responsibly sourced 100% of timber and steel, and 99.99% of concrete this year. Some 93.25% of ‘other’ materials (see notes below the data table for the definitions) were also responsibly sourced, far exceeding our 25% target. For construction and demolition waste, 99.9% was diverted from landfill, exceeding the 95% target. For excavated material we diverted 99.9% from landfill overall, meeting our 95% target. This year we also commenced trials at our Euston site to remove excavated material by rail. The trial was successful and we plan to continue to use rail when bulk excavation begins later in 2026.

Overall, 40.7% of the water consumption was non potable.

Responsible sourcing

Timber		Target for responsibly sourced timber	Certified timber	Total timber purchased	Proportion of responsibly sourced timber
Contract type	Contractor	Percentage	m ³	m ³	Percentage
MWCC	Align JV	100%	295	295	100%
	BBV JV	100%	596	596	100%
	EKFB JV	100%	1,339	1,339	100%
	SCS JV	100%	787	787	100%
Stations	BBVS JV	100%	355	355	100%
	MD JV (Curzon Street station)	100%	57	57	100%
	MD JV (Euston station)	100%	100	100	100%
Phase One total		100%	3,529	3,529	100%

Responsible consumption and production

Steel

Contract type	Contractor	Target for responsibly sourced steel	Certified steel	Total steel	Proportion of responsibly sourced steel
		Percentage	Tonnes	Tonnes	Percentage
MWCC	Align JV	100%	6,068	6,068	100%
	BBV JV	100%	51,990	51,990	100%
	EKFB JV	100%	71,833	71,833	100%
	SCS JV	100%	7,751	7,751	100%
Stations	BBVS JV	100%	3,758	3,758	100%
	MD JV (Curzon Street station)	100%	4,625	4,625	100%
	MD JV (Euston station)	100%	268	268	100%
Phase One total		100%	146,293	146,293	100%

Concrete

Contract type	Contractor	Target for responsibly sourced concrete	Certified concrete	Total concrete	Proportion of responsibly sourced concrete
		Percentage	Tonnes	Tonnes	Percentage
MWCC	Align JV	100%	51,569	51,569	100%
	BBV JV	100%	858,623	858,623	100%
	EKFB JV	100%	422,034	422,184	99.96%
	SCS JV	100%	294,989	294,989	100%
Stations	BBVS JV	100%	80,246	80,246	100%
	MD JV (Curzon Street station)	100%	43,514	43,514	100%
	MD JV (Euston station)	100%	8,832	8,832	100%
Phase One total		100%	1,759,807	1,759,957	99.99%

Responsible consumption and production

Other material

Contract type	Contractor	Target for responsibly sourced other material types	Certified other material types	Total other material types	Proportion of responsibly sourced other material types
		Percentage	Tonnes	Tonnes	Percentage
MWCC	Align JV	25%	239,422	239,596	99.93%
	BBV JV	25%	1,791,903	1,791,903	100%
	EKFB JV	25%	3,046,079	3,416,184	89.17%
	SCS JV	25%	101,640	110,087	92.33%
Stations	BBVS	25%	35,396	35,396	100%
	MD JV (Curzon Street station)	25%	6,827	6,827	100%
	MD JV (Euston station)	25%	6,915	6,915	100%
Phase One total		25%	5,228,202	5,606,908	93.25%

Responsible consumption and production

Year-on-year progress comparison

Year	Contract type	Material	Proportion responsibly sourced (percentage)	Tonnes	Proportion responsibly sourced
2020/21	Total Phase One contracts	Timber	100%	10,561	99.9%
		Concrete	100%	501,759	100%
		Steel	100%	907,140	100%
		Other materials	25%	585,791	69.8%
2021/22		Timber	100%	4,353	100%
		Concrete	100%	999,043	100%
		Steel	100%	40,316	99.8%
		Other materials	25%	5,939,539	98%
2022/23		Timber	100%	29,278	100%
		Concrete	100%	2,051,910	100%
		Steel	100%	269,750	100%
		Other materials	25%	5,834,248	99.5%
2023/24		Timber	100%	17,400	100%
		Concrete	100%	2,830,331	100%
		Steel	100%	159,633	100%
		Other materials	25%	2,609,232	97.5%
2024/25		Timber	100%	8,781	99.9%
		Concrete	100%	2,796,214	100%
		Steel	100%	184,388	100%
		Other materials	25%	6,764,915	97.4%
2025/26		Timber	100%	3,529	100%
		Concrete	100%	1,759,957	99.99%
		Steel	100%	146,293	100%
		Other materials	25%	5,606,908	93.25%

Responsible consumption and production

Notes:

Methodology

- Responsible sourcing schemes are those identified in **BREEAM Guidance Note GN18**.
- The 'other material' section includes all related materials apart from timber, concrete and steel, for example, glass and metal. For a list of applicable materials please refer to Table 44 on page 265 of the **BREEAM UK 2014 New Construction (Non-domestic Buildings) technical manual**.

The responsible sourcing of materials is also captured within the **BREEAM Infrastructure (Projects) technical manual**, Section 7.5 Responsible Sourcing of Construction Products, which aims to encourage the procurement and use of sustainably and responsibly sourced construction products and materials.

Construction and demolition waste

Contract type	Contractor	Target (proportion of construction and demolition waste diverted from landfill)	Total construction waste diverted from landfill in 2025/26	Total demolition waste diverted from landfill in 2025/26	Total construction and demolition waste diverted from landfill in 2025/26	Total construction and demolition waste in 2025/26	Proportion of construction and demolition waste diverted from landfill in 2025/26
		Percentage	Tonnes			Percentage	
MWCC	Align JV	95%	37,665.80	0	37,665.80	37,719.40	99.9%
	BBV JV	95%	325,436	6,376	331,812	331,848	100%
	EKFB JV	95%	12,663.80	6,717.5	19,381.3	19,403.5	99.9%
	SCS JV	95%	35,397	0	35,397	35,679.5	99.2%
Stations	BBVS JV	95%	4,329.60	7,643	11,972.6	12,013.3	99.7%
	MD JV (Curzon Street station)	95%	10,368	0	10,368	10,368	100%
	MD JV (Euston station)	95%	3,888.20	6,009	9,897.2	9,897.2	100%
Total Phase One contracts		95%	429,748.4	20,369.50	450,117.9	450,544.9	99.9%

Responsible consumption and production

Year-on-year progress comparison

Year	Contract type	Target: proportion of construction and demolition waste diverted from landfill	Total construction waste diverted from landfill	Total demolition waste diverted from landfill	Total construction and demolition waste diverted from landfill	Total construction and demolition waste	Proportion of construction and demolition waste diverted from landfill
		Percentage	Tonnes			Percentage	
2020/21	Total Phase One contracts	95%	52,732	8,441	61,173	63,030	97.1%
2021/22		95%	92,583	79,045	171,628	173,220	99.1%
2022/23		95%	108,916	34,348	143,264	144,637	99.1%
2023/24		95%	114,954	41,801	156,755	157,356	99.6%
2024/25		95%	226,766	3,228	229,994	230,694	99.7%
2025/26		95%	429,748.4	20,369.50	450,117.9	450,544.9	99.9%

Excavated materials

Contract type	Contractor	Target (proportion of excavated material beneficially reused)	Total excavated material placed in permanent deposition or removed from site in 2025/26	Proportion of excavated material beneficially reused in 2025/26
MWCC	Align JV	95%	2,996,030	100%
	BBV JV	95%	8,772,459	99.9%
	EKFB JV	95%	3,507,014.4	100%
	SCS JV	95%	1,139,178.8	98.6%
Stations	BBVS	95%	49,646	97.7%
	MD JV (Curzon Street station)	95%	163,864	100%
	MD JV (Euston station)	95%	23,543	100%
Total Phase One contracts		95%	16,651,735	99.9%

Responsible consumption and production

Year-on-year progress comparison

Year	Contract type	Target (proportion of excavated material beneficially reused) Percentage	Total excavated material placed in permanent deposition or removed from site Tonnes	Proportion of excavated material beneficially reused Percentage
2020/21	Total Phase One contracts	95%	880,764	94.6%
2021/22		95%	5,377,928	99.1%
2022/23		95%	9,899,078	89.3%
2023/24		95%	23,351,645	95.2%
2024/25		95%	15,509,092	96.7%
2025/26		95%	16,651,735	99.9%

Notes:

Definition

- Beneficial reuse of excavated materials: For an excavated material management activity to be classified as beneficial reuse it must meet the following tests.
 - The activity will lead to beneficial reuse and bring land back into use or provide ecological benefit.
 - In the case of quarries or landfill sites, the activity has a planning requirement to be restored.
 - The material is suitable for its intended use and would not harm human health or the environment.
 - The minimum amount of material would be used to achieve the restoration required by any planning consent.
 - Alternative material, whether waste or not, would be required if material was not to be used.

Beneficial reuse of timber

Please note that beneficial reuse of timber has been removed from this year's reporting. As the project is in peak construction, there is no significant removal of timber by our contractors. Reporting for previous years can be found in [previous ESPRs](#).

Responsible consumption and production

Water usage		Total water use	Proportion of water consumption that is non-potable
Contract type	Contractor	m ³	Percentage
MWCC	Align JV	124,576	29.7%
	BBV JV	854,761	43.8%
	EKFB JV	403,797	80.4%
	SCS JV	333,639	0%
Stations	BBVS JV	25,283	0%
	MD JV (Curzon Street station)	6,619	0%
	MD JV (Euston station)	57,667	0%
Total Phase One contracts		1,806,342	40.7%

Year-on-year progress comparison

Year	Contract type	Total water use	Proportion of water consumption that is non-potable
		m ³	Percentage
2020/21	Total Phase One contracts	714,060	11.5%
2021/22		1,231,462	32.7%
2022/23		2,983,936	67.7%
2023/24		7,969,317	78.0%
2024/25		649,948	23.8%
2025/26		1,806,342	40.7%

Notes:

Definitions

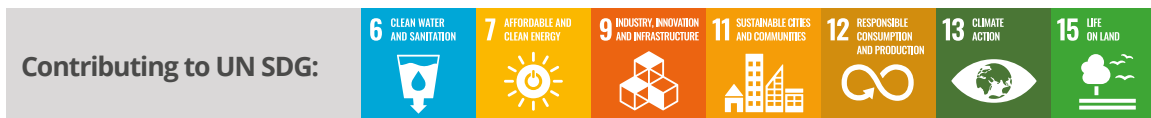
- Water types:
 - Potable water is mains water.
 - Non-potable water is either: water that has been captured and reused from our processes, or water that is abstracted directly from the environment and subject to approval by the Environment Agency.

Methodology

Water use is a challenge for infrastructure projects. Planning and selection of the appropriate water source for an activity is critical to operating in an environmentally sustainable way. We strive to use non-potable water for construction wherever possible through effective reuse of water, capture and storage of rainfall and sustainable abstraction from the environment, which is subject to regulation by the Environment Agency. There is no optimal percentage from each source. It depends on its uses and availability of sources on a given site. However, minimising potable water use for non-potable activities is typically beneficial as there is high cost and energy involved in treating, storing and moving potable water through the mains networks.

Cross-topic data

Our cross-topic data include BREEAM and environmental incidents and incorporate our efforts to meet multiple UN SDGs across the HS2 project.



Data tables and notes

Performance commentary

We have had no level 1 (the most serious) environmental incidents again this year. Our weighted environmental incident rate is at 3.6, slightly higher than last year but the second lowest since we started reporting. Level 4 incidents are 'near misses' which are encouraged to be reported to ensure that contractors are learning from them to avoid more serious incidents; a higher incident rate should be viewed in this context.

The Considerate Constructors Scheme (CCS) provides a rating for sites against their code of considerate practice. This year our sites continued to improve, with a slight increase in the average score, achieving 44.6, with the maximum score achievable being 45, excluding any innovations or best practice submissions.

For BREEAM, all of our contracts are either on target or achieving above the target. The BREEAM target ratings for Interchange and Old Oak Common stations, respectively, are 'Excellent.' However, a design rating of more than 85% has been achieved on both, which is the threshold for the higher rating of 'Outstanding'.

Cross-topic data

Environmental incidents							
Contract type	Contractor	Level 1 incidents	Level 2 incidents	Level 3 incidents	Level 4 incidents	Working hours	Weighted environmental incident rate (average over 2025/26)
MWCC	Align JV	0	0	6	16	2,597,465	2.9
	BBV JV	0	1	40	110	21,374,326	2.9
	EKFB JV	0	2	46	280	18,521,835	5.1
	SCS JV	0	2	11	45	10,616,211	3.3
Stations	BBVS JV	0	0	7	15	3,787,201	2.2
	MD JV (Curzon Street station)	0	0	2	6	1,094,912	2.4
	MD JV (Euston station)	0	0	4	5	1,228,577	3.7
Total Phase One contracts		0	5	116	477	59,220,527	3.6

Year-on-year progress comparison

Year	Contract type	Level 1 incidents	Level 2 incidents	Level 3 incidents	Level 4 incidents	Hours worked	Weighted environmental incident rate (WEIR)
2020/21	Total Phase	0	12	112	240	22,875,633	11.2
2021/22	One contracts	0	14	122	339	38,256,008	7.8
2022/23		0	14	166	394	52,093,504	6.6
2023/24		0	5	133	400	59,807,277	3.7
2024/25		0	4	121	459	64,767,879	3.2
2025/26		0	5	116	477	59,220,527	3.6

Notes:

Methodology

- The reporting period for this dataset is from April 2025 to March 2026.
- WEIR methodology: $(\text{Level 1} \times 1000) + (\text{Level 2} \times 100) + (\text{Level 3} \times 10) + (\text{Level 4} \times 1) / (\text{Total hours worked} / 100000)$.

Definitions

- Level 1: incident with a significant and extensive event or failure to comply with legislation likely to result in prosecution.
- Level 2: incident with damage/disturbance event or failure to comply with legislation with potential to result in regulatory enforcement action.
- Level 3: minor incident/disturbance. Breach of monitoring threshold or trigger level attributable to site activities.
- Level 4: incident which resulted in no harm, loss or damage. Failure to comply with HS2 Code of Construction Practice.

Cross-topic data

Considerate Constructors Scheme (CCS)		
Contract type	Contractor	CCS Score (average for all site visits in 2025/26)
MWCC	Align JV	42
	BBV JV	45
	EKFB JV	45
	SCS JV	45
Stations	BBVS JV	N/A
	MD JV (Curzon Street station)	45
	MD JV (Euston station)	N/A
Total Phase One contracts		44.6

Year-on-year progress comparison

Year	Contract type	CCS score (average for site visits in a reporting period)
2020/21	Total Phase One contracts	45/50
2021/22		42.7/50
2022/23		44/45
2023/24		44.5/45
2024/25		44.8/45
2025/26		44.6/45

Notes:

About this KPI

- The **Considerate Constructors Scheme** is a not-for-profit, independent organisation founded to raise standards in the construction industry.
- In January 2022, the Considerate Constructors Scheme monitoring and scoring system changed. Previously, sites were scored in five sections with a maximum score of 10 per section. With the current scoring system, each site is scored against three sections with a maximum of 15 points per section and a total of 45 points for a fully compliant site. A total of five points is available for innovations or best practices.

- HS2's former target for all sites was to achieve a score of at least 40 to 50. The new target is for a total score of 35 to 45 with a score of at least 11 in each of the three sections which is aligned to the relevant BREEAM Innovation credit. For more information about the new monitoring and scoring system, see this Considerate Constructors Scheme checklist.

Methodology

- Where a site was assessed more than once in the reporting period, the average score was used.

Cross-topic data

BREEAM

BREEAM Buildings

Contract	Target rating	Design rating (as of March 2026)	Post-construction rating (as of March 2026)
Euston (Mace Dragados)	Excellent (70%)	On target	On target
London Underground station (Mace Dragados)	Excellent (70%)	On target	On target
Old Oak Common (BBVS)	Excellent (70%)	Outstanding achieved 94.5%	On target
Interchange (Ove Arup & Partners International Ltd)	Excellent (70%)	Outstanding achieved 86.0%	On target
Curzon Street (WSP)	Excellent (70%)	On target	On target

BREEAM Infrastructure

Contractor	Target rating	Design rating (as of March 2026)	Post-construction rating (as of March 2026)
SCS JV	Excellent (75%)	Excellent achieved 82.6%	On target
Align JV	Excellent (75%)	Excellent achieved 78.7%	On target
EKFB	Excellent (75%)	Excellent achieved 79.7%	On target
BBV JV	Excellent (75%)	Excellent achieved 83.4%	On target

Notes:

Definitions

BREEAM Buildings is the world's leading science-based suite of validation and certification systems for sustainable built environments and the world's leading sustainability assessment method for buildings. It recognises and reflects the value in higher performing assets across the built environment lifecycle and captures all key environmental and sustainability disciplines and measurement indicators relevant to the built environment.

BREEAM Infrastructure: (formerly CEEQUAL) is the evidence-based sustainability assessment, rating and awards scheme for civil engineering, infrastructure, landscaping and public realm projects.

An 'Excellent' rating is achieved if the projected score is $\geq 70\%$ for BREEAM Buildings and $\geq 75\%$ for BREEAM Infrastructure.

'On target' is achieved if 'current projected score' minus any mandatory credits currently identified as high risk is equal to or above the mandatory target rating (70/75%) required across the HS2 programme.

High risk definition – for a credit to be classified as high risk, one or more of the following criteria must be associated with it at the time when the quarterly progress report is submitted to HS2:

- the evidence for the credit should have been in place prior to the current stage in the programme, hence immediate action is required to avoid losing the credit
- the credit, or at least one of its compliance details, is unlikely to be achievable due to non-compliance, technical uncertainty, design changes or programme changes
- the credit, or at least one of its compliance details, is prohibitively expensive and there is a low financial return (outside the agreed budget)
- the credit is complex and there are a number of compliance details that are often missed or can easily be lost through not obtaining one piece of evidence or the project team have little experience of gaining the credit

Note: Due to the long-term and entire project lifecycle coverage of both assessment types, certain credits may be assessed as high risk because the credit achievement can only be confirmed at a later stage of the construction and/or handover phase.

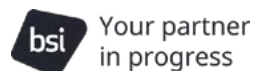
Supporting information

BSI statement	43
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Image: EKFB environmental mitigation site with construction in the background.



BSI statement



Verification Report

Verified as Satisfactory

Based on the process and procedures conducted, the HS2 Ltd Environmental Sustainability Report 2025/26 for the financial year ending March 2026 produced by **High Speed Two Ltd (HS2)**:

- Is materially correct and is a fair representation of the sustainability datasets listed in the verification engagement section below
- Has been prepared in accordance with HS2 Ltd Technical Standards for Environmental Sustainability Reporting and the associated technical standards for the relevant datasets.

With the following caveats:

- During the course of the verification non-material errors were identified for several datasets due to incorrect data provided by contractors ahead of the verification. Where errors were identified, this was communicated to HS2 for investigation and correction.
- This verification opinion is based on the corrected datasets which were re-verified following correction.
- Errors were also identified in the initial Data Extracts from HS2 system where due to internal IT coding some results were double the actual values. These were investigated by HS2 and corrected during the verification.
- The verification activities conducted by BSI Assurance UK Ltd were limited to a review of historical data presented by HS2 including validation of the calculation methodology that has been used to determine these. Some of the reported KPIs did not form part of the BSI verification engagement. Those included are listed in this report.

The following improvements were raised in relation to future Environmental Sustainability Progress Reports:

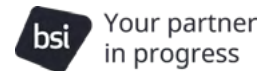
- The potential for material and non-material errors in future Environmental Sustainability Progress Reports presented for verification could be reduced by conducting a more rigorous internal review of the information provided by contractors under a more rigorous data quality assurance process.

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The British Standards Institution
Incorporated by Royal Charter
Companies House number: ZC000202
Registered address: 389 Chiswick High Road, London, W4 4AL, United Kingdom



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Verified as Satisfactory

Organization and Responsible party: **High Speed Two Ltd (HS2)**

Verification Objectives:

To express an opinion on whether the following datasets included in the Environmental Sustainability Progress Report 2025/26 have been reported in accordance with the HS2 Technical Standards for Environmental Sustainability Reporting and are free from material error:

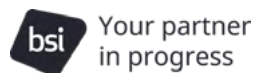
- Environmental Incidents
- Considerate Constructors Scheme
- BREEAM Buildings/ BREEAM Infrastructure ratings
- Biodiversity Accounting Process
- Number of trees and shrubs planted
- Woodland Fund
- Whole life carbon footprint
- Energy and fuel consumption data
- Air quality
- Responsible sourcing – timber, concrete, steel and other materials
- Construction and demolition waste
- Excavated material
- Water Usage

The scope of the verification engagement was data related to the HS2 route being constructed between London and the West Midlands.

2

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BSI statement



Materiality Level:

As determined in the professional judgement of the verifier relevant to the dataset being evaluated.

Level of Assurance:

Reasonable

Verification evidence gathering procedures:

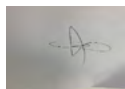
- Evaluation of the monitoring and controls systems through interviewing employees, observation & inquiry
- Verification of the data through sampling, recalculation, retracing, cross checking and reconciliation
- Interview of HS2 Subject Matter Experts and selected main work civil/station Contractors responsible for submitting data to HS2

Verification Standards

The verification was carried out in accordance with the principles contained in ISO 14064-3:2019, ISO 14065:2021 and ISO 14016:2020

Note: HS2 is responsible for the preparation and fair presentation of the Environmental Sustainability Progress Report in accordance with the agreed criteria. BSI Assurance UK Ltd is responsible for expressing an opinion on the information provided in the document based on the verification findings.

Date of Report: 8/6/2026



Peter Hickmott
EMEA ISA Service Delivery Manager

Global Reporting Initiative (GRI) table

HS2 Ltd has reported the information cited in this GRI Content Index for the period April 2025 to March 2026 with reference to the GRI Standards.

Information cited in this Index may be found in the **Annual Report and Accounts (ARA)** and the Environmental Sustainability Progress Report (ESPR).

GRI index			
Disclosure	Disclosure title	Location	Direct answers, notes and omissions
GRI 1: Foundation 2021			
GRI 2: General Disclosures 2021			
2-1	Organisational details	<ul style="list-style-type: none"> • ARA page 108 (Notes to the financial statements) 	High Speed Two (HS2) Limited Two Snowhill Snow Hill Queensway Birmingham B4 6GA Operational in United Kingdom
2-2	Entities included in the organisation's sustainability reporting		High Speed Two (HS2) Limited plus the supply chain where applicable
2-3	Reporting period, frequency and contact point	<ul style="list-style-type: none"> • ESPR page 3 (Executive summary) • ESPR page 11 (Scope and methodology) • ESPR page 50 (back page) 	
2-4	Restatements of information		There are no restatements of information in this report
2-5	External assurance	<ul style="list-style-type: none"> • ESPR pages 43 – 44 (BSI Independent Assurance Statement) 	
2-6	Activities, value chain and other business relationships	<ul style="list-style-type: none"> • ARA page 9 (Strategic Report) 	
2-7	Employees	<ul style="list-style-type: none"> • ARA page 80 (Remuneration and Staff Report) 	
2-9	Governance structure and composition	<ul style="list-style-type: none"> • ARA page 50 (Governance Statement) • ESPR page 9 (Our approach) 	
2-11	Chair of the highest governance body		The chair of the HS2 Ltd board is a non-executive position
2-12	Role of the highest governance body in overseeing the management of impacts	<ul style="list-style-type: none"> • ESPR page 9 (Our approach) 	
2-13	Delegation of responsibility for managing impacts	<ul style="list-style-type: none"> • ESPR page 9 (Our approach) 	The Environmental Sustainability Committee (a sub-board committee) is responsible for environmental impacts

Global Reporting Initiative (GRI) table

GRI index			
Disclosure	Disclosure title	Location	Direct answers, notes and omissions
2-14	Role of the highest governance body in sustainability reporting	<ul style="list-style-type: none"> • ESPR page 9 (Our approach) 	The Environmental Sustainability Committee (a sub-board committee) is responsible for the ESPR
2-15	Conflicts of interest	<ul style="list-style-type: none"> • ARA page 47 (Directors' Report) 	
2-19	Remuneration policies	<ul style="list-style-type: none"> • ARA page 80 (Remuneration and Staff Report) 	
2-20	Process to determine remuneration	<ul style="list-style-type: none"> • ARA page 80 (Remuneration and Staff Report) 	
2-22	Statement on sustainable development strategy	<ul style="list-style-type: none"> • ESPR page 7 (Our commitment) 	
2-23	Policy commitments	<ul style="list-style-type: none"> • ESPR page 7 (Our commitment) 	
2-24	Embedding policy commitments	<ul style="list-style-type: none"> • ESPR page 9 (Our approach) 	
2-25	Processes to remediate negative impacts	<ul style="list-style-type: none"> • ESPR pages 13 – 41 (Our performance) 	
2-29	Approach to stakeholder engagement	<ul style="list-style-type: none"> • ESPR page 9 (Our approach) 	
3-1	Process to determine material topics	<ul style="list-style-type: none"> • ESPR page 9 (Our approach) 	
3-2	List of material topics	<ul style="list-style-type: none"> • ESPR page 9 (Our approach) 	
HS2 green corridor			
3-3	Management of material topics	<ul style="list-style-type: none"> • ESPR pages 13 – 16 (Green corridor data) 	
GRI 304: Biodiversity 2016			
304-2	Significant impacts of activities, products and services on biodiversity	<ul style="list-style-type: none"> • ARA page 26 (Environmental performance: biodiversity) • ESPR pages 13 – 16 (Green corridor data) 	
Climate change			
3-3	Management of material topics	<ul style="list-style-type: none"> • ESPR pages 17 – 21 (Climate change data) 	
GRI 302: Energy 2016			
302-1	Energy consumption within the organisation	<ul style="list-style-type: none"> • ARA page 22 (Environmental Sustainability Report) • ESPR pages 20 – 21 (Energy and fuel consumption data) 	Corporate energy consumption is provided in the ARA Supply chain energy and fuel consumption data is included in the ESPR
GRI 305: Emissions 2016			
305-1	Direct (Scope 1) GHG emissions	<ul style="list-style-type: none"> • ARA page 21 (Environmental Sustainability Report) 	Corporate emissions information is provided in the ARA

Global Reporting Initiative (GRI) table

GRI index			
Disclosure	Disclosure title	Location	Direct answers, notes and omissions
305-2	Energy indirect (Scope 2) GHG emissions	• ARA page 21 (Environmental Sustainability Report)	Corporate emissions information is provided in the ARA
305-3	Other indirect (Scope 3) GHG emissions	• ARA page 21 (Environmental Sustainability Report) • ESPR pages 17 – 21 (Climate change data)	Corporate emissions information is provided in the ARA Supply chain emissions are in the ESPR
305-5	Reduction of GHG emissions	• ESPR pages 17 – 21 (Climate change data)	
Community experience			
3-3	Management of material topics	• ESPR pages 22 – 27 (Community experience data)	
Historic environment			
3-3	Management of material topics	• ESPR pages 28 – 29 (Historic environment)	
Responsible consumption and production			
3-3	Management of material topics	• ESPR pages 30 – 37 (Responsible consumption and production data)	
GRI 301: Materials 2016			
301-1	Materials used by weight or volume	• ESPR pages 30 – 37 (Responsible consumption and production data)	Tonnes of timber, steel, concrete and 'other material' provided
301-3	Reclaimed products and their packaging materials	• ESPR pages 30 – 37 (Responsible consumption and production data)	Excavated materials and beneficial reuse of timber provided
GRI 303: Water and Effluents 2018			
303-5	Water consumption	• ARA page 25 (Environmental Sustainability Report) • ESPR page 37 (Water usage)	Corporate water consumption is provided in the ARA Supply chain water consumption is included in the ESPR
GRI 306: Waste 2020			
306-3	Waste generated	• ARA page 23 (Environmental Sustainability Report) • ESPR page 34 – 35 (Construction and demolition waste)	Corporate waste information is provided in the ARA Supply chain waste generation is in the ESPR
306-4	Waste diverted from disposal	• ARA page 23 (Environmental Sustainability Report) • ESPR page 34 – 35 (Construction and demolition waste)	Corporate waste information is provided in the ARA Supply chain waste generation is in the ESPR

Glossary

Ancient woodland	Land in England that has been continually wooded since at least 1600 AD.
Best practicable means	Defined in the Control of Pollution Act 1974 and Environmental Protection Act 1990. Used to describe measures that are 'reasonably practicable having regard among other things to local conditions and circumstances, to the current state of technical knowledge and to financial implications'.
Biodiversity	The biological diversity of the earth's living resources. The total variability among organisms and ecosystems.
Building Research Establishment Environmental Assessment Method (BREEAM)	A sustainability rating system used to assess the environmental performance of buildings and infrastructure.
Business and Local Economy Fund (BLEF)	A fund provided by HS2 Ltd to support businesses and local economic growth in areas affected by HS2 works.
Community and Environment Fund (CEF)	A fund provided by HS2 Ltd to support local community and environmental projects in areas affected by construction.
Heavy goods vehicle (HGV)	A motor vehicle weighing over 3.5 tonnes that is used to transport goods, including construction material.
Heritage Memorandum	This Heritage Memorandum sets out how the historic environment (including heritage assets and their setting) will be addressed during the design and construction of Phase One of HS2.
Historic England	Executive non-departmental public body, sponsored by the Department for Digital, Culture, Media, and Sport, which has core responsibilities in the protection and enhancement of the historic environment of England and helps people understand, value and care for historic places.
Historic environment record	A record of all known archaeological finds and features and historic buildings and historic/landscape features, relating to all periods from the earliest human activity to the present day; maintained by each county and unitary authority in the UK.
Light duty vehicle (LDV)	A motor vehicle used to carry goods with a total mass of up to 3.5 tonnes e.g. vans.
Natural England	Executive non-departmental public body that ensures the natural environment is conserved, enhanced and managed for the benefit of present and future generations, thereby contributing to sustainable development.
Net change in biodiversity	The overall increase or decrease in biodiversity value (as measured by an adapted version of the Defra metric), taking account of habitat losses and gains after mitigation and habitat creation. HS2 has a commitment of no net loss in biodiversity (i.e. 0% change).
Non-road mobile machinery (NRMM)	Equipment and vehicles used off public roads (e.g. construction plant like excavators, generators, and dumpers).

Glossary

Plantation on ancient woodland	Areas of ancient woodland where the former native tree cover has been felled and replaced by planted trees, predominantly of species not native to the area.
Responsible sourcing	Procuring materials from suppliers that demonstrate environmentally and socially responsible practices.
Whole-life carbon footprint	The total carbon dioxide emissions associated with the project over its 120-year design life.
Woodland Fund	A grant fund provided by HS2 Ltd to support the creation of new woodland and the restoration of existing ancient woodland sites near the HS2 route.



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