



Backfilling the Phase 1 tunnel shell (east side)  
November 2025. Photo: Murray Cooke



### Spring Chamber Planning Application

As we go to press we're expecting that the revised planning application for the 'Spring Chamber' in the fields at the end of Dobbins Lane will be approved, with construction traffic using site access from Nash Lee End, rather than running HGV lorries through Wendover. If so, this will be a huge relief to everybody who argued against heavy construction vehicles entering the Spring Chamber site via South Street and Dobbins Lane.

### Wendover Green Tunnel making progress

The concrete shell of the first phase of the tunnel has been completed, (see photo above) and backfilling has started, with large quantities of rock being delivered to fill the cutting. Progress is being made at the north end, with work started in September on a new temporary access track from the A413 which is needed to finish the structure in the new year.

EKFB erroneously cut down 300m of protected trees along the A413, and we have been campaigning for them to make amends. We are asking them to erect a wooden fence now to shield North Wendover residents from ongoing HS2 construction noise and light pollution. In the longer term this will provide some train noise mitigation while replacement trees grow to hide the fence.

Meanwhile work has continued on the Phase 2 section of the tunnel at Bacombe Lane and foundations are being laid for the final phase that crosses under the Ellesborough Road bridges. We understand

# HS2 update

that the delays in creating the Tunnel mean that this is the bottleneck in the project plan for the whole HS2 line between London and Birmingham. Work is continuing at pace to get it finished by the end of 2028.

### HS2 Test track at Wendover

HS2 have announced that a 50 mile section of the railway between the Wendover Green Tunnel and the new Washwood Heath depot - which will run past Stoke Mandeville and west Aylesbury - will be prioritised as a test track to integrate the new trains with the track and signalling. This may be good news for progressing the project, however the budget constraints imposed by the Treasury and DfT mean that work is being delayed on other parts of the line.

The implication is that work south of the Green Tunnel is being de-prioritised. The parapet walls on the Small Dean Viaduct are now due to be installed over the Chiltern Line during the Christmas railway closure. However work on the section over the A413 has been pushed back into next year. We expect to discover the impact on the other local HS2 construction site timescales early in the new year.

### Wendover after HS2

We held an HS2 Update public meeting in November to explain what's happening and seek community feedback about future land restoration issues as the civil engineering nears completion. The presentations are available on our [whs2.org](https://www.whs2.org) website, and we'll summarise the outcome in the next edition of *Wendover News*.

### Issues with HS2?

If you're affected by the construction activity, please contact the HS2 Helpdesk team on 08081 434 434 (which is available 24 hours a day) or email [hs2enquiries@hs2.org.uk](mailto:hs2enquiries@hs2.org.uk) to get your issues resolved. It helps if you have photographic evidence and please get a complaint reference number so that we can follow up issues as needed.

### Need our help?

If you need further help, want to join us, or have ideas and suggestions that would mitigate the community impact, then get in touch at [enquiries@whs2.org](mailto:enquiries@whs2.org).



Green Tunnel Phase 2 from Balcombe Lane.  
November 2025. Photo: Murray Cooke



Wendover Green Tunnel Phase 2 from the Ridgeway November 2025.  
Photo: Murray Cooke





Information provided by EKFB, the prime contractor for HS2 in the Wendover and Stoke Mandeville area.

### Small Dean Viaduct

At the Small Dean viaduct, we will be working over the Christmas period to continue the installation of parapets on the viaduct deck and to complete backfill at the pier closest to the Chiltern railway.

We will be working in and around the railway during this period (25 – 28 December, 24-hour working). Railway travel will be impacted for the days while we work under railway possession. For more information on changes to railway timetables, please visit: [www.chilternrailways.co.uk/tickets-and-times/changes](http://www.chilternrailways.co.uk/tickets-and-times/changes)

Parapet installation on the viaduct will resume in early 2026 over the A413, London Road. As we will be using a crane on the road to lift the parapets, there will be overnight closures to complete this work safely. An advance works notice will be shared prior to the works with the dates of these overnight road closures.

### A4010 realignment - Stoke Mandeville Relief Road

In early November, the finishing works to realign the A4010 Risborough Road onto the

new Stoke Mandeville Relief Road (SMRR) were successfully completed.

In collaboration with Buckinghamshire Council's South

East Aylesbury Link Road (SEALR) the Stoke Mandeville Relief Road is now open to the public. Working around the clock during a series of road closures along the A4010, our teams completed and opened the road on 5 November, including a new footway and dedicated cycle path.

This section of new road connects the A4010 and the B4443 Lower Road, carrying traffic over HS2 and bypassing the village of

Stoke Mandeville.

Following the opening of the A41 Bicester Road and A418 Oxford Road realignments in 2024, this marks the third and final A road realignment we've opened in the Aylesbury area.

If you would like to read more about the works and view the advance works notices and maps, then please go to HS2 website [www.hs2.org.uk](http://www.hs2.org.uk) and click the 'in your area section' to view the interactive map. (HS2 in your area - HS2)

Alternatively, if you have a question about HS2 please contact our HS2 Helpdesk team on 08081 434 434 or email [hs2enquiries@hs2.org.uk](mailto:hs2enquiries@hs2.org.uk).



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*Rachel Blackmore (centre) organised the safe cycling meeting and included from left to right Trevor White, Helen Jones, David Blackmore, Damian Campbell, with Jonathan Fuller and Matt Scott (from Transport and Strategy, Bucks Council). Photo: Richard Byfield.*

have to choose between safely cycling on the pavement (potentially breaking the law and angering pedestrians) or risking serious injury by cycling on unsegregated, busy roads.

As new, safe cycling routes are being planned by local authorities, the 'Safe Cycling' event was an impactful way to ensure the needs of all Weston Turville cyclist are considered in future transport projects.

### WHS2 Public Meeting

Over 140 people attended the public meeting organised by the Wendover HS2 Mitigation Action Group (WHS2) on 21 November at Wendover Memorial Hall. The meeting helped WHS2 to seek the views of local people on options it would like to present to HS2, regarding plans for train noise mitigation, Ellesborough Road re-instatement

and uses for the old cricket ground.

Heather Thornton, vice chair of Wendover Parish Council began by introducing Greg Smith, MP for Mid Bucks, who is also Shadow Under Secretary for Transport. Greg underlined some of the previous difficulties in getting the concerns of local people heard by the HS2 planners and management.

However, he suggested that now HS2's new CEO Mark Wild is fully established in the role, dialogue is likely to increase. Greg emphasised the benefits of co-operative relationships with all stakeholders of the HS2 programme.

A carefully prepared presentation from the experts from the mitigation action group gave a succinct update to the important issues affecting the residents of Wendover. Murray Cooke (secretary of WHS2), Andy Band (engineering lead), Richard Williams (lawyer) and Ron Petersen (chairman) each took turns to present on key subjects.

The WHS2 team explained a change in emphasis for HS2

engineering, with a new priority to establish 50-mile test track between the Wendover Green Tunnel and Washwood Heath in Birmingham. This will extend into a section of HS2 going through Stoke Mandeville to the northern edge of Wendover for testing the integration of trains, track and control equipment. The WHS2 members emphasised the need for local involvement in feedback to the team on preferred solutions (noise mitigation, Ellesborough Road, the old cricket ground) through a questionnaire on the night and on-line from the WHS2 website [www.whs2.org/index.htm](http://www.whs2.org/index.htm). A summary of findings will be published by WHS2 in the February issue of Wendover News.



*Heather Thornton introducing Greg Smith*

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