

FRIENDS OF BODDINGTON

Report to the Parish Council – 07/02//2018

Following the report to the Parish Council on January 3 2018, the monthly FOB January 18 2018 and subsequent meetings, I am pleased to report the following information.

Road Safety Fund – The amount Northamptonshire Council will be allocated from the fund is £1.65m for areas affected by HS2.

I had an onsite meeting with Steven Barber (SNC Highways) and Dennis Burton regarding the Road Safety Fund on January 8 January 2018 We inspected and discussed traffic calming possibilities, for example the installation of rumble strips and two-sided flashing signs with speed displays, on the Banbury Road, Lower Boddington and the Warwick Road, Upper Boddington. Parking issues were highlighted on the Banbury Road including the section along Millers Close.

On Hill Road, Lower Boddington, the possibility of moving the 30 mph sign to beyond the corner for safety reasons was proposed. Steven Barber expressed his concern regarding the width of the road on The Buckle as it could be classified as single track and if so appropriate signage could be considered. **ACTION POINT** – To raise the question at the next FOB meeting what action to take if there are insufficient funds from the Road Safety Fund to achieve above.

The PC should consider including street lighting within the funding application. The school children in Lower Boddington walk along the footpath on Banbury Road to catch the school bus at the junction with Owl End Lane. The road has minimal lighting and during the winter months the children are not in a safe and secure environment. In addition, when the construction of HS2 begins the Banbury Road will have a substantial increase in construction traffic. The wellbeing and safety of the children will therefore be greatly increased by this exposure. Safety, especially of children, is a prime focus of the HS2 Road Safety Fund, therefore adding the cost of lighting to the application has a significant merit.

Within the Road Safety Fund will be an allocated amount for CEK to attend Boddington School to educate and teach awareness to the school children on road safety issues associated with the movement of construction lorries in the parish.

Nisha Mejer has been appointed the new **HS2 Community Engagement Manager** for our section of HS2.

I had a Meeting with Nisha Mejer and Luke Nipen, Senior Community Engagement Manager for Area Central, Community Relations, HS2 Ltd on January 11 2018 at The Well House. It was a very

positive meeting. Luke gave a brief outline of the Heave plan and the disruption to our community was discussed.

The Heave Test is the excavation and drilling to and below the proposed base level pre ballast of the train track. The site is near Wormleighton but the exact location has not been clarified. It is an important and a substantial part of pre HS2 preconstruction program. A new supply road will be constructed in May which will take two months to build and the test planned to terminate in October.

For your information. Ground heave is the upward movement of the ground usually associated with the expansion of clay soils which swell when wet. As the soil generally cannot expand downwards or sideways, the result is that the exposed upper surface of the soil rises up. The impact of heave is opposite to the effect of subsidence which is where soil is unstable and sinks downward, or settlement which is caused by the weight of a building.

Implications of Earthworks

There is a need to control movements of earthworks both in terms of settlement and heave

- Ballasted track can better cope with settlement due to the ability to tamp the track back to line and level
- Slab track can be adjusted vertically by the capability in the rail fastenings
- Heave is difficult to rectify for both trackforms

Ground improvements

Typically based on:

Geology and inherent properties of existing ground

Type/size of the earthwork structure i.e. height of embankment

Train speed : geodynamics i.e. Rayleigh waves

The heave is a test cutting to establish the ground structure and formation. **It is a considerable undertaking. FOB have no information as to the exact location of the Heave or road construction. We will inform the PC as soon as we have any further information.**

Luke confirmed CEK are currently working on the methodology of traffic routes and the impact of traffic.

Nisha Mejer and Martin Gallimore, Community Engagement Manager for CEK have confirmed that they will be attending the next FOB meeting on Thursday February 15. Martin Gallimore will provide details of the Heave Test and an update on traffic movements. (Information will be provided for the March PC meeting). Lorraine from FUSION will also be attending.

Lorraine from FUSION will also attend the meeting to “*introduce herself and start to build a relationship with FOB*” This is a positive move as FUSION have created issues for several members of our Parish who FOB have been working with and supporting for their best interest and wellbeing.

A resident of Aston le Walls approached me and informed that there was a “bomb dump” on the HS2 route near Aston and advised that I inform HS2 at the earliest meeting. The news was a “*bomb shell*” for Nisha and Luke. HS2 had no knowledge of the site. HS2 asked me to contact the villager and mark a map with a cross where he believes the Bomb Dump is situated. I have since spoken to the land owner who advised that the area is known by locals as the “bomb dump field”. Nisha has confirmed receipt of the map.

The villager who brought this to my notice was a farmer who reclaimed the land after the war. He told me that he has ploughed up numerous bombs, shells etc whilst clearing the field.

For your information I include a brief history of the air field,

Chipping Warden was a Royal Air Force station located 6 miles (10 km) north-west of Banbury near the village of Chipping Warden, Northamptonshire, England.

The station was built in early 1941 and opened in July of that year. It had three concrete runways, several permanent hangars and a watch office with meteorology section.

Throughout its operational history, the base was used by RAF Bomber Command. Between July 1941 and June 1945 it was used by No. 12 Operational Training Unit RAF, based at RAF Benson and part of No. 1 Group RAF.[1] During this period Avro Anson and Vickers Wellington bombers operated from the airfield.[2]

On 1 December 1942 a Vickers Wellington bomber crashed on take off, hitting the control tower and hangars, killing two people and causing many other casualties.

Between August 1945 and January 1946, the airfield was home to No. 10 Air Navigation School. Until December 1946 the base was then used as a storage unit by No. 6 Maintenance Unit at Brize Norton, and storing Horsa gliders awaiting disposal. RAF Chipping Warden then closed until September 1952, when it became home to No. 8 Flying Training School until the airfield closed for a second time in September 1953.

The site is now the Appletree Trading Estate.

Parish Plan

FOB appreciate the Parish Council’s position of FOB as stated into the Parish Plan.

HS2 Northants Liaison Group

I will be attending the meeting of HS2 Northants Liaison Group on February 9 2018 (rescheduled Groundwork meeting) – Malcom Stewart will be accompanying me.

The HS2 Northants Liaison March 9 will be attended by Julie King HS2 Commercial Engagement Director, who I have been in correspondence with regarding Fir Tree Nursery site, CEK (Main Works Contractor) and Fusion (to update on design of Chipping Warden Relief Road/A361/Welsh Road/B4525/Dump Road) Would be fortuitous if we could have opportunity to ask key questions at this meeting.

Current PC election process.

The Friends of Boddington group unanimously agreed that the current election process for the PC is undemocratic and recommended that it should be reviewed so that both Upper and Lower Boddington residents should be able to vote for each candidate. The group concern is that during HS2 construction process to 2026 the voice of Lower Boddington must be equally represented. Lower Boddington is being disenfranchised by being the minority of the Parish (5 to 3 parish councillors). Upper Boddington elected PC councillors have the ability to control the council which is undemocratic. FOB propose that the PC consider the current undemocratic method of election as a priority.

Website/Communication

Friends of Boddington agreed to increase awareness of developments now that HS2 is beginning to roll out. It was recommended that FOB should publish reports submitted to Parish Council and also onto the FOB website. We will seek advice on how to put hyperlinks to FOB website on Parish Council website.

Land owners affected by HS2

FOB advises the PC that HS2 Ltd are starting to meet up with individual landowners regarding specific issues and initial proposals for new access roads.

FOB continues to work for the wellbeing of every resident of the Boddington parish.

Philip Freer

Chairman, Friends of Boddington