

FRIENDS OF BODDINGTON

Report to the Parish Council – 06/12//2017

Following the report to the Parish Council on November 1st. 2017, the monthly FOB meeting on Thursday November 16th, and subsequent meetings, I am pleased to report the following information.

The contractors for our sector are a consortium calling itself CEK (Carillion, Eiffage and Kier). Martin Gallimore, Community Engagement Manager for CEK and Luke Nipen, Senior Community Engagement Manager for Area Central, Community Relations, HS2 Ltd. attended the FOB November meeting.

Martin Gallimore informed that CEK who were appointed at the end of July 2017 as the main works contractor responsible for developing the scheme design and planning the construction (Stage 1). Stage 1 lasts for 16 months (up to end of Nov 18), with a planned commencement of main construction works in March 2019. CEK are currently at the early stages of developing the design, construction planning and establishing their team.

Questions were sent to Martin Gallimore and Luke Nipen in advance of the meeting to allow them adequate preparation to present in depth answers.

1. **Have the haul routes been agreed yet; if so what are they?**

Routes for main works will be agreed in approx 14 wks. CEK currently are developing the Design Plan with accurate traffic numbers which will identify all construction routes. Local Traffic Management Plan (LTMP) will cover a period over the next 15 months up to end of Stage 1. There will be a period of review by CEK who will provide information to FOB – there is an evolving process involved throughout. The **key focus** being to reduce the amount of traffic on the roads and maximise the use of the **trace** to minimise the impact on the road infrastructure. Where possible, materials will be delivered straight onto the trace. CEK will finalise the HGV movements and notify FOB as soon as possible.

LN to send the following to FOB:

- The hyperlink of the rainbow map which indicates HGV routes that contractors will have to use, as well as information via a new website for Users e.g. Community Groups etc, which could also be accessed via the FOB website. [Hard copies can also be provided].

LN explained the process:

- Contractor will seek permission, engaging with Highways and other relevant services to develop the LTMP including how to transport staff to and from site. Local South Traffic Liaison is a technical group and membership includes officers from Highways Department.

2. What will be the site working hours?

Employers of Construction firm follow the Construction Code of Practice which defines the hours of working. It does allow for flexibility. Usual hours will be Mon - Fri 8am-6pm and Sat 8am-1pm. There is a process to extend these working periods. For example, there may be some abnormal working hours overnight, but Contractor will go through full consenting process, taking into account local feedback.

The main Project Team is based in Birmingham

3. Will these be the same hours they will be using for the haul routes?

Same as the haul routes 7am - 7pm. Contractors will look to maximise efficiency and all this will be picked up in the LTMP.

4. When do they intend commencing the bulk muck shift?

End of March 2019. Most work will be down the 'trace' road. For example, eight wheeled lorries containing 50 tons of muck.

5. What will be the duration of this activity?

CEK has not gone into detail yet but 2019 - 2022 is the projected duration of the main earth works. The width of the trace will vary significantly, track width plus cutting and false embankment.

The actual line excavations will be undertaken by Railway Systems, another company involving civil engineering.

Traffic/building construction is usually reduced during winter months. Areas will be flood-lit if night works are necessary. There is likely to be low level lighting where security may be key and they can adapt reflection of beams if interfering/affecting members of the community.

6. What measures will they take to clean the vehicles prior to leaving site?

At every interface CEK will look at measures to remove soil to keep roads clean, as well as

minimising dust in dry periods.

7. Will they have sufficient wheel washes and visual inspections etc?

Yes

8. Will they use road sweepers and manual gangs on the public highways?

See response to Q6 above.

9. How will they monitor their haulage contractors to ensure they stay on the agreed haul routes?

Logistics Consolidation Centres (LCS) coordinate distribution route-wide. Vehicles will have trackers and they will be monitored from the LCS who are familiar with the routes. LN recommends we read the Route-Wide Traffic Management Report. Drivers will use paper maps rather than sat-navs. If there are instances where lorries are taking an incorrect route then record/provide details and MG will escalate to CEK Compliance Team if needs to be investigated.

10. We need a manned contact number 24/7 where we can raise any serious issues having a negative impact on the village?

LN to provide the new HS2 phone number which has 24/7 cover.

11. Can we see the Project Execution Plan and Construction Programme, so we understand how the works will be built and when they will impact on the village?

Yes, the Project Execution Plan is rather high level – but LN is willing to share specific extracts via email and regular engagement meetings with FOB

12. Any updates on when the works will commence?

Nov 2019. CEK have offered to do a joint presentation to the village and can provide video/graphics.

Additional questions

13. Regarding the Viaduct - Can we influence height of cutting (bund), the higher the better?

Yes, the community via FOB, will be allowed to influence design. CEK will seek consultation on viaducts encouraging early engagement as CEK work on the design. CEK will provide

diagrams as early as they can that we can relate to including buildings on map so that we can recognise the diagram.

14. Security: regarding rumours that site employees will be camping on site at Chipping Warden, Aston le Walls and the Boddingtons?

Assured that contractors and employees will respect and support community. EP stated The Village Hall can be used by contractors as meeting venue.

LN: confirmed there was a Community Investment Plan (separate to CEF). Funding managed by Groundwork. e.g. dog walking routes. In this case to fund or provide a walkway for dog walkers given that the original dog walking route affected or disappears due to the HS2 construction. LN to get back to us on this. FOB offered to share the Parish Plan/Survey response to HS2 so that they realise what the community would like.

Balancing ponds - could they be made more “pond” like for wildlife?

Which areas you would keep or return to landowner?

It depends if the area is used for drainage for the HS2 scheme, for example, kept and maintained by HS2 for operational use of the railway. If the area is on the 05 map then goes onto the 06 map and changes from red to green, then it will remain after construction. Green areas will remain under HS2 control.

What are the enabling works?

a) Chipping Warden Relief/Haul Road

Dates Q1 & Q2 2018, currently developing design. LN confirmed that HS2 are awaiting Fusion contractors, who are delivering this work, to develop detailed design. LN awaiting dates: ?Q3 2018. There is a 20 week period for Fusion to develop plans, seek consents. Engagement to start with Fusion in due course [Luke will respond].

FOB requested that HS2 & CEK please ensure liaison takes place with different authorities relating to boundaries where the works will be affected. For example, Boddingtons traffic management gets skewed e.g. construction traffic use Southam/Banbury rather than Towcester/Brackley. HS2 is to meet up with the authorities together to discuss our concerns..

b) Pre construction period

Ground Investigation Gap Analysis intended and actual – up to 400 positions to review.

c) Trial cutting (Stratford District Council - Wormleighton Area)

A big deep cutting as part of the scheme will take place to determine the feasibility of a large excavation to the planned formation level. The aim is to de-risk the excavation for the cuttings LN explained that there are still many hurdles to get through; such as, environmental surveys, translocation of species etc. However, the planned trial cutting could happen mid 2018. It is planned to keep the majority of the construction traffic within the trace, locally. Access roads to get into trace will have to be constructed. The work could take a period of 2-3 weeks, and potentially the traffic flow through Lower Boddington could be 30 lorries a day.

d) Bridges: Watermain at/under the bridge

MG will ensure that CEK liaise with Anglian Water Authority about the brittle under road culverts and pipes. He concluded that; *“When we’re not doing a good job tell us and we’ll react accordingly”*. The proof will be in the pudding!

I am pleased to inform the PC that FOB have established positive dialogue with CEK and established the protocols for the relationship to develop. We stated that the main concerns of the parishioners of Lower Boddington, as per our survey, were:

- the screening of the railway
- the establishing of footpaths.

CEK explained how they would try and assist to increase the height of the embankments and consider the possibility of modifying the proposed footpath layout. We discussed traffic movements to mitigate the impact on the village, both during construction.

End of questions.

Several residents of our parish have approached FOB over their concerns and asking FOB to resolve them. We took the opportunity to raise some of them with LN and MG.

Case 1: A resident, who owns a parcel of land with horses on the site towards Aston , received a letter from Fusion on November 14 demanding immediate access to the land for a land survey etc. I advised to write immediately to Fusion and that FOB would put the case to LN at the meeting on November 16 to resolve the issue. LN was appalled by the thoughtless and disrespectful action by Fusion. On Friday November 17, I received an email from LN to keep me updated and informed that he have contacted his counterpart (Senior Engagement Manager) at Fusion), who is investigating the letter that your resident received.

Case 2: A member of FOB informed MG that: *“About four weeks ago an Anglian Water engineer was checking the water flow outside entrance to the car park of the Carpenters Arms and also on roadside verge next to her garage. I asked if there was a problem and he informed me that there was a leak and they were trying to determine the source. He stated that there were already nine leaks along the Banbury Road between Aston-Le-Walls and Lower Boddington. There had already been three recent under road repairs outside 1 & 2 The Green, two of them being within the past two years. The concern is that are the under road water pipes adequate considering that heavy farm machinery and large horse boxes use the road regularly. Houses along the Banbury Road tremble when these vehicles go by so, what must they be doing to the under road piping. I asked them to draw it to the attention of his supervisor/managers and that it may be wise to liaise with the HS2 Contractors with a view to reviewing the under road piping and where necessary replace with new before the heavy plant vehicles start using the road for the HS2 construction, as repairs after the works commence may require the road to be closed, thus delaying work on HS2. A week later he returned with his Supervisor to assess the nine known leaks along the Banbury Road. I am not sure if any of these leaks have been repaired”.*

MG was very responsive and asked to be sent all relevant information so that the issue can be resolved before HS2 construction traffic used Banbury Road.

I received an email from MG on Monday 20 November: *“Thanks for this intelligence, it is perfect to help us ensure that we can have the conversations necessary to minimise the risk to further issues in the future.”*

By the fast positive proactive responses of both Martin Gallimor and Luke Nipen to the above concerns and the inclusion of FOB on future involvement with construction design issues, the PC realise that FOB is successfully working for the well being of every resident of the Boddington Parish.

I received a letter from The Rt. Hon. Andrea Leadsome MP dated 17th November on the subject of the Fir Tree Nursery site and securing it against illegal occupation by travellers. Enclosed was a copy letter she has received from Julie King, Director of Community Engagemant at HS2 Ltd.

An extract from the letter: *“We understand the community’s concerns regarding this site and I would like to reassure you that we take the security and management of land owned by HS2 Ltd seriously. As you are in your letter, this land was acquired by HS2 Ltd on 9 October. HS2 Ltd has secured and will continue to monitor the site.*

I am sure you will understand the reasons why we keep details of our security measures and procedures confidential to ensure that we do not inadvertently undermine their effectiveness.

However, I can tell you that, for example, we have video alarms internally on each house and CCTV cameras which are monitored centrally. We also have Hostile Vehicle Mitigation (HVM) blocks in place to prevent access to the area where the nurseries stood. I can also confirm that we have procedures in place for dealing with any trespassers on land owned by HS2 Ltd.

Our local engagement team will continue to engage with Mr Freer and the Friends of Boddington group.”

I received notification of two relevant HS2 press releases listed below. FOB will investigate further to establish the potential benefits to the Boddington Parish and notify the PC on any positive opportunities.

£30 million to improve road safety for communities along HS2 route

From:

Department for Transport, High Speed Two (HS2) Limited, and Paul Maynard MP

Part of:

HS2: high speed rail and Road safety

Published:

24 November 2017

Fund allocations to improve cycle and road safety confirmed today as part of National Road Safety Week.

- government today (November 24 2017) confirms allocation of £30 million to improve road and cycle safety in towns and villages along the HS2 route between London and the West Midlands
- funding will help provide improved road safety for generations

A cash boost of £30 million will be handed out to towns and villages along the route of the new High Speed Two railway to help improve road and cycle safety.

Funding for 13 areas along the Phase One route of the new rail line between London and the West Midlands has been revealed by HS2 Minister Paul Maynard today as part of National Road Safety Week.

The cash can be used for traffic calming measures, safer pedestrian crossings or safer junctions for cyclists, pedestrians and drivers.

Today's announcement highlights the government's determination to ensure HS2 is more than building a new railway. It will be a catalyst for economic growth, driving regeneration as well as improving the transport landscape around the track.

Paul Maynard, HS2 Minister, said:

This significant investment will mean a legacy of road and cycle safety improvements for people who live and work along the HS2 route between London and the West Midlands.

HS2 will become the backbone of our national rail network – supporting growth and regeneration and helping us build a Britain fit for the future. As part of Europe's biggest infrastructure project, we are minimising the effects of building the new railway as much as possible.

This money will see areas up and down the route benefit from high quality road and cycle safety projects to ensure that England's roads remain among the safest in the world.

Mark Thurston, HS2 Chief Executive, said:

Safety, environmental protection and being sensitive to the impact of our work on local communities are at the heart of HS2's approach to construction. That's why we welcome today's announcement and we look forward to working with local highways authorities along the route. We all have a responsibility to ensure that the new funding leaves a positive local legacy of improved road safety for communities once HS2 is complete.

Once local authorities have agreed plans for projects, they will agree the release of funds with HS2 Ltd. Authorities must ensure that improvements made leave a lasting legacy of road safety.

Royal Assent was granted for Phase One of HS2 on February 23 2017 and preparatory works have been underway since then, including archaeological surveys and the creation of new wildlife habitats.

HS2 Ltd announced a £5 million Woodland Fund to help local landowners create new native, broadleaf woodlands and restore existing ancient woodland sites along the HS2 Phase One route.

Press release - New £5 million fund to create and restore woodlands

From:

High Speed Two (HS2) Limited

Part of:

HS2: high speed rail

Published:

9 November 2017

£5 million will be invested in woodlands through the spine of England, from London to the West Midlands, following today's launch of the HS2 Woodland Fund.

The fund will be invested in woodlands between London and the West Midlands.

As part of the construction of Britain's new high speed railway, High Speed Two (HS2) Ltd is creating a network of new wildlife habitats along the route. This includes around 7 million new trees and shrubs on the first phase of the railway.

In addition to this extensive tree planting programme, a separate fund has been established to help local landowners create new native, broadleaf woodlands and restore existing ancient woodland sites.

The first £1 million of the HS2 Woodland Fund is being managed by the Forestry Commission on behalf of HS2 Ltd. It is encouraging applications from landowners located up to 25 miles from the phase one route, which passes through parts of Greater London, Hertfordshire, Buckinghamshire, Oxfordshire, Northamptonshire and Warwickshire, as well as the wider West Midlands.

Transport Minister, Paul Maynard, said:

HS2 is more environmentally responsible than any other major infrastructure project in UK history and this fund will mean more trees can be planted and wildlife habitats created, leaving a lasting legacy which will benefit future generations for many years to come.

HS2 will become the backbone of our national rail network, supporting growth and regeneration and helping us build an economy that works for all. Despite being one of the largest construction projects in Europe, we are minimising the effects on the countryside and communities as much as possible.

Peter Miller, HS2 Environment Director, said:

Ahead of our main construction work, we have started to replace, conserve and enhance any wildlife habitats that will be affected by the railway. Over time, we'll be creating a green corridor of connected wildlife habitats, which will blend the railway into the landscape and support local species ranging from bats to badgers.

In addition, we're keen to go beyond the immediate boundaries of the railway and take this opportunity to improve the wider natural environment, in partnership with local people. The HS2 Woodland Fund is part of that commitment and we're looking forward to receiving applications early next year.

The first £1 million of grant funding will be open to applications in January 2018. In the meantime, eligible landowners are being encouraged to consider their plans and discuss potential applications with the Forestry Commission.

HS2 is a reality and advancing on the parish very rapidly. The PC and the parishioners may not be aware of the implications that will be caused by HS2 to our community:

- major traffic movements
- the disruption to the lives of parishioners
- the environmental implication to the well being of the majority of parishioners until end of the construction is completed in 2026
- Disruption to existing footpaths
- Embankment height and tree screening

FOB continues to work for the well being on every resident of the Boddington parish.

Philip Freer

Chairman, Friends of Boddington