



## **FRIENDS OF BODDINGTON**

### **Report to the Parish Council – 01/08//2018**

Following the FoB report to the Parish Council on July 4<sup>th</sup>. 2018, meeting with Peter Tomlin Head of Transport HS2 on July 5<sup>th</sup> 2018, the monthly FoB meeting on July 19<sup>th</sup>. 2018, HS2 Prolonged Disturbance Scheme workshop covering Area Central in Maple Cross on July 25<sup>th</sup>. 2018 and other meetings, I am pleased to report the following information.

**Notes of the meeting with Peter Tomlin, Head of Transport Management HS2, Nisha Mejer, Philip Freer, Bertie Allenby-Briggs, Rosemary Bowden.**

Thurs July 5<sup>th</sup> 2pm at The Well House, Lower Boddington.

Peter Tomlin (PT) gave his background in rail related transport delivery. He was part of the HS1 team and also the rail link for the Olympic park in London. He is responsible for London – Staffordshire traffic management for the construction of HS2.

Relevant to us his team consist of Chris Casey, Area Traffic Management Central, Marny Morizzi, Strategy Manager, John Pinnock, Fleet Control Manager, Neil Cox, Compliance and Environment Manager and Abbas Mahmood, Data and Mapping Management.

PT's remit is route improvements and safety plans. So far £1.8m has been spent on due diligence surveys of roads along the route excluding A roads. Due diligence requires that the current state of the roads to be used by HS2 traffic movement is mapped and comparison will be made to determine net degradation due to HS2. Traffic flow is being monitored. *(Note: Marny Morizzi promised cameras at the Aston-le Walls end of LB and at the 30mph coming into Aston from A361 to monitor traffic flow particularly related to Washbrook Farm traffic July 20-22. PT made it clear this has not been given financial sanction and will not be happening. Traffic flow is being monitored by road surface sensors.)*

Contractors will have to identify any new 'significant adverse effects' (SAE) and show how they will mitigate against this. Congestion will not be included in this calculation. It is for the contractors to assess and determine SAE in accordance with the guidelines in the Environmental Statement (ES) but they cannot break the Environmental Minimum requirements (EMR). Schedule 17 requires that compliance of lorry movements is monitored by the Compliance Team. Changes/improvements to roads may be adoptable once they are no longer needed or HS2 is required to reinstate to original state.

Neil Cox will be instigating rural driver training where drivers will be using a rural route for longer than 6 months (3 month limit for urban). These will have particular reference to motorcyclists and farm traffic. Accident statistics will be used but damage/death to livestock (including horses) is not part of statistics. PT said there is no evidence to show adverse structural effects from vibration and any claim would have to show HS2 the only reason for perceived damage. HS2 is not required to mitigate for SAEs but will be trying to minimise impact. Lorry routes are set out in Schedule 17 of the Act and any deviation from those will approval.

HS2 Phase 1 route-wide Traffic Management Plan is available to view via Google by putting in this reference. It details the scope and scale of consultation, the requirement to consult and inform users and how they intend to deliver traffic management. The ES allows for 24 2-way movements a day of lorries over 7.5t. In the ES, they can exceed these numbers but will have to demonstrate that there will be no SAEs. Contractors have to produce their traffic management plans, including routes to be used, 6 months ahead of commencement.

PT was asked about the rumour that Junction 11 of the M40 may be closed while work is being done to improve it. PT was unable to answer this question. Nisha agreed to find out for the July FoB meeting. PT did assure us that if problems/issues arise during construction he is willing that these are brought to the attention of his team.

**Road Safety Fund:** While some counties have less trace length than Northamptonshire, where their roads will be used as access to construction they are party to the Road Safety Fund calculations for

allocation of resources. Northamptonshire's share is £1.65m which is relatively small in comparison to some others. 5% has been allocated to NCC for them to develop their programme. Then application is made to HS2 using a 'light touch' application form. This will be considered by a panel chaired by PT and a decision made within a week. Schemes which must relate to HS2 only and will not be considered for large scale road improvements.

The proforma for RS funding applications should be sent to Esme Cushing of NCC and must include costings. Once approval is given then funds are guaranteed but HS2 will only accept proforma applications that come from the Highways Authority so getting NCC to agree to put forward any RSF application for the Boddingtons is essential. Nisha agreed to send PF/RB copies of the proforma.

Nisha thought it would be a positive move to ask Lorraine Kelly of FUSION to attend the FoB meeting on 19<sup>th</sup>. July.

### **Film Documentary of the Heave Test.**

A TV production company are making an archaeology documentary with for the BBC. The team from LionTV, has filmed Prof Alice Roberts, who will be presenting the documentary when it airs on the BBC (next year), the initial shoot. The film crew will work with HS2 over the next 12 months regarding a wider archaeology programme as an engagement tool.

Mr P. Robinson, the land owner has said that he is happy for HS2 to film and FUSION has confirmed his permission for access to the site. The pilot film project has all the necessary licenses.

### **Prolonged Disturbance Scheme.**

Luke Nipen, Senior Community Engagement Manager HS2 Ltd, contacted me on July 18<sup>th</sup>. 2018 regarding the Prolonged Disturbance Scheme. This is something HS2 are developing on behalf of DFT. It is quite focused at present on more urban environments, however, before it is finalised there are a few workshops taking place to seek feedback.

The workshop covering 'Area Central' (our section) is taking place on July 25<sup>th</sup>. in Maple Cross and West Hyde Community Centre, Longcroft Road, WD3 9TE. This location was selected due to the proximity to the Chiltern Tunnel compound, once main works start.

Luke Nipen approached Friends of Boddington as he is keen to get representation from organisations who can articulate the needs of more rural communities that will suffer prolonged disturbance throughout the HS2 construction period. I agreed to attend the meeting.

### **Friends of Boddington meeting July 19<sup>th</sup>.**

The meeting was attended by Nisha Meyer, HS2, Chris James Effiage Kier, Lorraine Kelly Fusion, Nick Finch, Fusion Archeology Team, and Joe Street.

The report of the meeting with Peter Tomlin (the notes as stated earlier in the report) was discussed. In essence, I stated that little had been learned and it was disappointing that, although Peter's department is dealing with the Road Safety Fund (RSF) and would decide on any application within a week, no applications will be accepted other than via NCC Highways. FoB suggested that the application form should be forwarded to the PC who could use the cost estimates from previous discussions to complete an application and then send it to Esme Cushing at NCC. The application could then be discussed at the next HS2 Liaison Meeting. Joe Street recommended that street lighting be excluded from the application as this has the potential for controversy as some home owners might object to street lights outside their property. Malcolm Stewart asked that the RSF application form be sent to him and he would take this up with the PC.

Parking issues and the impact on HS2 construction traffic movement on Banbury Road, Lower Boddington were discussed with Chris James of Effiage Kier. Joe Street suggested that the parking problem at Millers Close needs to be urgently addressed as reducing the on-street parking would significantly benefit all concerned. The strip of land at Millers Close belongs to SNC Housing Association and, if used, could provide parking for all the Millers Close cars currently parked on the road.

FOB members reiterated to the HS2/EK representatives that the problems of NCC are very serious

and it is likely that NCC will cease to exist and Northamptonshire will become 2 Unitary Authorities. This is impacting on any decision making and regrettably, the local NCC Councillor is not proving to be proactive in helping Boddington.

Chris James reconfirmed that the heavy traffic movement will go via Wormleighton and that the construction traffic will be using the trace.

**N.B. Regarding construction traffic movement:**

I expressed concerns that Peter Tomlin in the meeting had explained that contractors were allowed to exceed vehicle numbers up to 20% provided the contractors could demonstrate that there would be no significant adverse effect and in special circumstances. Also, if a specific grade of aggregate hardcore is required for the construction of the trace, there is only one quarry available to provide this and the location is in Scotland. The foundation of the trace will either be aggregate hardcore, concrete or a mixture of both. If there is a greater use of aggregate, the HGV traffic movements seems likely to be greater than forecast.

**Effiage Kier, HS2 and Fusion reports.**

- There would be no closures on the M40/Junction 11. Traffic light system will be in place during road modifications.
- Work to create the Chipping Warden compound will be starting very soon with small groups (3-8 workforce) and only flatbeds trucks bringing in fencing.
- The A361/Welsh road junction alteration will start late September/early October. This will stagger the junction. FOB members repeated their astonishment that this is to take place if EK traffic is not coming through Aston-leWalls/LB and which it is felt will not improve safety. Chris James explained that it is in the Hybrid Bill and is therefore in the schedule of works.

- Work will start at the Chipping Warden relief road, the compound at Fir Tree Nurseries site and the access road to the heave site, off Stoneton Leisure drive in early Aug.
- The heave traffic is thought to be going to be less than previously estimated. The bell mouth and trackway up to the heave site will be constructed first and then bore holes for testing. I asked Chris James whether the trace would be on constructed concrete struts or hardcore. He explained the heave test will determine which is most appropriate and that the geotechnical information gained will have wide reaching importance on an international scale.
- Nick Finch explained that the archaeological surveys completed had revealed significant sites suggesting Roman settlement activity and possible Bronze Age both north and south of the heave line. Geotechnical studies are starting with the heave site first as they are working cooperatively with EK and the timetable for works. There will be 4 teams of archaeologists with 16 members in each team working over 4 areas. Some very small machinery will be required. A documentary is being created over the duration of the archaeological exploration with Prof Alice Roberts. First filming has been done. 45 trial trenches 30-100 metres wide will be dug and findings will be fed into the EK newsletter. Nick said he would be happy to come to any local meetings to update as the work progresses.

### **FOB spreadsheet of questions**

FoB is happy to discuss the question log with the PC at a convenient future date.

Ed Preston went through the list of questions on the spread sheet identifying outstanding issues.

Chris James repeatedly expressed that several items were still at design stage within HS2 parameters and he felt that, while there were several options being considered it would inappropriate to 'bother us' with them all until a decision had been made. Steven Allonby-Briggs, Mike Baldwin, Edward Preston, Mike Holker-Barnes and Rosemary Bowden all expressed strongly that if this was the case, important consultation opportunities were being lost as FOB could assist in pointing out the pros and cons of the various options. FOB members were unanimous in the

expressed view that it appears we will simply be told what was going to happen without the opportunity to express our views.

On sight/sound issues (Q.10) CJ was asked whether the assurances we had been given about minimal noise and sight impact were still valid but Chris James was unable to confirm this as the design and space were still being determined.

Ed Preston pointed out to Chris James that it is our understanding that they have an obligation to help with community projects and suggested goodwill could be enhanced if EK were able to agree use of some materials such as tarmac, aggregate, fencing which might be surplus to requirements.

In terms of road safety FOB made several points: There was a suggestion that the junction with Hill Road and Banbury Road at The Carpenters pub have a changed priority so that cars travelling straight through Lower Boddington would have to stop at that junction thus reducing speed. Also requested was an improved sight line at the Fir Tree nursery exit as the tree cover means poor visibility from both directions. This could prove very dangerous for construction traffic exiting the compound.

**Footpaths:** With the use of the FoB large map, suggestions were made to some changes to proposed alterations to paths AC1 and AC2. Some tree screening would be better on the north side of AC2 rather than in the middle of a field and a better configuration of path to sustain a circular walk on AC1 would be preferred. However, the landowner had not yet been consulted about these proposals. Chris James agreed to try and find out but thought that some compliance with the Disability Discrimination Act might be involved.

Chris James confirmed that landowners have rights in accommodating works and that discussions with the Land and Property section are ongoing.

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

Philip Freer

Chairman, Friends of Boddington