

**HS2 Liaison Group**  
**Venue: Microsoft Teams**  
**Minutes of the meeting held on 13 June 2025 at 10.30 am**

<b>Representatives from the following organisations were present:</b>	
<p>Cllr Alison Eastwood WNC (<b>Chairman &amp; Rural South Northants ward member</b>)  Cllr Charles Manners WNC  <i>(Rural South Northants ward member)</i>  Cllr Rosie Herring WNC  <i>(Middleton Cheney ward member)</i>  Cllr Rupert Frost WNC  <i>(Woodford &amp; Weedon ward member)</i>  Cllr Fiona Baker WNC  <i>(Brackley ward member)</i>  Cllr Stephen Clarke WNC  <i>(shadow Highways &amp; Transport lead)</i>  Cllr Anthony Bagot-Webb <i>(Brackley Town Council HS2 representative)</i></p>	<p>Joshua Wallace <i>(Parliament representing Sarah Bool – MP for South Northants)</i>  Lesley Johnson <i>(Boddington PC)</i>  Philip Freer <i>(Friends of Boddington)</i>  Nigel Galletly <i>(Chipping Warden PC)</i>  Josephine Rowling <i>(Culworth PC)</i>  Maurice Cole <i>(Thorpe Mandeville PC)</i>  John Marchant <i>(Helmdon PC)</i>  Andy Smith <i>(Radstone)</i>  Bill Dodd <i>(Whitfield PC)</i>  Cathy Ellis <i>(Evenley PC)</i>  Clive Hockley <i>(Hinton-in-the-Hedges PM)</i>  Colin Moore <i>(Syresham PC)</i>  David Cranwell <i>(SNATRA)</i></p>
<b>In Attendance:</b>	<b>Apologies:</b>
<p>Simon Levell <i>(Kier Northants)</i>  Gary Pettit <i>(WNC)</i>  Gary Thorp <i>(WNC)</i>  Chris James <i>(EKFB)</i>  Haidee Williams <i>(EKFB)</i>  Dave Butcher <i>(EKFB)</i>  Kimberley Birtwistle <i>(HS2)</i>  Andras Juhasz <i>(HS2)</i>  Filippa St Aubin D’Ancey  <i>(National Highways)</i>  Zachary Stamps <i>(National Highways)</i></p>	<p>Chris Weller <i>(Greatworth PC)</i>  Hilary Walton <i>(Whitfield PC)</i>  Mick Morris <i>(Farthinghoe PC)</i>  Cllr Richard Butler WNC  <i>(Highways &amp; Transport portfolio &amp; Brackley ward member)</i>  Cllr Charlie Hastie WNC  <i>(Woodford &amp; Weedon ward member)</i>  Nathan Lowde <i>(WNC)</i>  Simon Matthews <i>(EKFB)</i>  John Tatsis <i>(National Highways)</i></p>

**MINUTES**

**1. Welcome, Introductions, Minutes of last meeting (31.01.25) and Matters arising**

Cllr Alison Eastwood welcomed everyone and said she would chair this HS2 Liaison Group meeting in the absence of Cllr Richard Butler, WNC cabinet member for Highways&Transport.

As there had been a number of changes in attendees since the last meeting, Cllr Eastwood asked everyone present *(as per attendance recorded at page 1 above)* to introduce themselves and indicate their role / organisation that they represent, which then took place.

The minutes from the previous meeting *(31<sup>st</sup> January 2025)* were agreed.

In terms of matters arising, all outstanding actions had been dealt with. Cllr Eastwood explained that in general terms any other matters arising / questions on items scheme-wide would be dealt with in order as listed in the agenda under items **3a-3h** following the EKFB presentation on scheme update and related highway issues at item **2**.

## **2. EKFB scheme update including future road closure plans & phasing**

Chris James of EKFB gave a comprehensive update including an informative and illustrated slide presentation on the route of HS2 starting just over the Warwickshire border, right through West Northants, and just beyond into Bucks/Oxon, travelling along the trace from north to south. Questions were left until item **3**.

### ***A423 Southam***

The A423 bridge (*Southam to Banbury road*) is progressing well. There will be a 2 week closure of the A423 in September to facilitate tie-in works at one end of the road that will eventually carry the realigned A423 over the new HS2 bridge.

### ***Boddington area***

The Banbury Road bridge is almost complete – parapets are in place, along with the VRS (*vehicle restraint system*) barriers, while remedial works to the bridge deck beams are advancing. There is a contingency plan to utilise a temporary link between Banbury Road and the nearby (*diverted*) Claydon Road known as the Southern Link Road to maintain connectivity in the event that opening of Banbury Road bridge is delayed.

Highways update: There will be a 1 month closure of the Wormleighton / Warwick Road to enable tie-ins at both ends of the new route across Banbury Road bridge, scheduled for Q3 of 2025. It is planned that repairs to the Spella House – Three Ways section of local road will take place immediately afterwards, and then EKFB will close the Stoneton Lane (*towards Priors Hardwick*) to start work on the overbridge at that location. In the ideal situation, the Banbury Road bridge will open straight after the tie-in works are done, but the temporary Southern Link Road will be utilised if this is not possible. Officially signposted diversions while the tie-in works are progressing will be via the A423 and A361.

### ***Claydon Road Overbridge***

The bridge structure is complete, and final highway works are underway, including installation of VRS barriers, laying of carriageway surfacing and white lining. The intention is to re-open this road (*from Lower Boddington (Carpenters Arms junction) to Claydon*) as soon as practically possible, safety audit permitting, current intention is some time during July.

### ***High Furlong Brook Viaduct***

This structure is located south of the Lower Boddington to Aston-le-Walls road. It does not affect any local roads, but by way of interest, the viaduct itself is complete and earthworks approaches from both Boddington and Chipping Warden Green Tunnel are well-advanced.

### ***Chipping Warden Green Tunnel & area***

Installation of concrete sections for the green tunnel is advancing on two fronts, both north and south. Backfill material is being placed over the tunnel segments, and is most advanced in the section where the diverted A361 will pass over (*a.k.a. Chipping Warden Relief Road*)

*phase 2*). The tunnel should be 80% complete by mid October, and when finished will be 2.5km long.

Highways update: There are scheduled closures of the A361 in the area during June to enable tie-in works to the new alignment to take place, and also facilitate utilities works. The new A361 route will soon start to be built over the tunnel, and it is hoped it will open fully in late 2025. The stopping-up of part of the old A361 will then follow.

### ***Edgcote Viaduct & Wardington Rd***

In terms of this multiple-span structure over the River Cherwell, the structure is well advanced, with many of the beams now lifted into position. There is still work to be done on the superstructure in terms of deck construction and parapet installation. Meanwhile, Wardington Road - which passes under the viaduct – is currently closed long-term, and works will start soon on the reprofiling of this road: These works were delayed owing to needing to reach agreement with WNC over suitable highway drainage solutions.

### ***Lower Thorpe Viaduct***

The 'launch' of the steel beams for this structure is due to take place very soon (*18<sup>th</sup>-20<sup>th</sup> June*) involving a 3 day closure of Banbury Lane. Haidee Williams indicated that, as part of community engagement, EKFB would organise a viewing minibus facility for the benefit of people in the area who were interested.

### ***Banbury Road closure diversion (Thorpe Mandeville area)***

The long-term closure of Banbury Road is now in force (*to enable extension northwards of Greatworth Green Tunnel*). The official local diversion is via Greatworth Tee and the B4525 in order to protect Banbury Lane (*single track road*) between Culworth and Thorpe Mandeville.

### ***Greatworth Green Tunnel & area***

Greatworth Green Tunnel is progressing well, and when finished will be 2.7km long – the longest such category of tunnel on HS2. Backfilling over the tunnel segments is advancing well, including the section where the temporary Greatworth Tee phase 2 road will be built over – due to open late 2025 or early 2026. The tunnel is progressing well to the north.

Highways update: With the Banbury Road closed, and works to facilitate Greatworth Tee phase 2, there will be temporary traffic lights on the B4525 during June and July to facilitate tie-in works. The B4525 itself will eventually be reinstated over the tunnel once it has progressed sufficiently far to the south.

### ***Greatworth Fields***

A bridleway access bridge for bridleway AN14 (*near Greatworth Hall*) is virtually complete, also providing an accommodation access to local properties in the area.

### ***Radstone area***

The Radstone Road bridge is now being completed, along with the road approach embankments. The VRS barriers, wing walls and parapets are mostly in place. The nearby AX18 bridleway bridge to the north and under-road culvert to the south are well-advanced.

Highways update: A 4 week closure of Radstone Road (*Brackley to Helmdon*) is required during June and July for utilities works. It is planned that vehicles will divert onto the new road alignment over the bridge by the end of 2025.

### **A43**

All the steel beams for the major A43 bridge have now been lifted into place, an operation which went well using a 750 tonne crane. The focus is now on completing the concrete deck and parapet works. The deck cross-section will comprise 2 x 7.3m carriageways, along with central reserve and wide verges either side giving a total width between parapets of 34 m.

Highways update: Early in 2026, the A43 itself will be switched to its new alignment over the bridge. Various night-time lane closures may be necessary as works progress.

### **A43 to Turweston**

Beams are in place on Turweston Viaduct over the River Great Ouse, the 'wrap round' wingwalls are progressing along with public footpath reinstatement works.

### **Turweston Green Bridge**

This is the largest such green bridge on HS2, it is progressing well, with beams in place and a large slab deck that will eventually carry a local road and amenity planting.

### **A422**

The beams for this bridge (*on the A422 between Brackley and Westbury*) have been placed and concrete deck works are to follow. The A422 will experience some closures for maintenance purposes (*June*) and for utilities works (*later in 2025*).

### **A421**

The bridge itself is well-advanced. Meanwhile, there will be short-term weekend closures for utility works on the A421 during June and July.

### **Silverstone**

Regular meetings are held with Silverstone Circuit regarding traffic management issues to avoid worsening congestion during the British Grand Prix, including ensuring Park & Ride operations function properly; closures on the A421 & A422 are avoided during this time, and extra resources are on standby to react if necessary.

### **Engagement Events & Social Value**

Chris James, Haidee Williams and Dave Butcher may be contacted about these: There have been a series of events around the area, with the mobile visitor centre (*MVC*) due to visit several local villages during the summer. A number of community activities have already taken place and support has been given by the project to several diverse local causes.

Cllr Eastwood thanked Chris James for his comprehensive and useful presentation, and noted good progress had been made on the project since the last HS2 Liaison Group meeting.

## **3. Questions following presentation in item 2. above:**

### **3a. Northants diversions re: Stoneton Lane (*nr Boddington*) closure**

Philip Freer (*Friends of Boddington*) – asked for it to be placed on record re: the invaluable support he has received from Gary Pettit (*WNC HS2 Marshal*) in terms of support for ensuring the roads around Boddington are not allowed to degrade more than necessary and in pushing the case for repairs / appropriate diversions when roads are closed by HS2. This particularly applied in the case of the forthcoming long-term HS2-related closure of Stoneton Lane (*towards Priors Hardwick*) in resisting use of the single track Welsh Road as a diversion.

He also cited the condition of the Claydon Road, Lower Boddington (*Carpenters Arms junction to Oxfordshire boundary*) which has been seriously degraded by 'rat running' traffic, and asked whether WNC could address this **AS AN ACTION POINT** as soon as possible, preferably before the forthcoming opening of the Claydon Road south over the nearby new bridge.

Chris James (*EKFB*) – concurred that raising this with the Highway Authority (*WNC*) would be the correct process; Gary Pettit said he would remind Kier (*WNC highways term contractor*) again about the need to inspect this road, but – whilst acknowledging this road presented a problem – reminded all that any reconstruction works to the road would be subject to rules set by investigatory level threshold criteria. It was noted however this would be the last opportunity to intervene before the planned 7<sup>th</sup> July re-opening of the Claydon Road as a through route.

**ACTION – Gary Pettit emailed Danny Ogden at Kier and Sam Simons at WNC to request inspection of Claydon Road, Lower Boddington to assess need for remedial works prior to planned re-opening as a through route on 7<sup>th</sup> July.**

### **3b. Warwick Rd/Banbury Rd (*Boddington*) progress & contingency**

Chris James – had already explained the sequence of events for opening the new Banbury Road bridge on the Warwick Road / Wormleighton Road route, including the contingency piece of temporary road known as the Southern Link Road (*to be used in event Banbury Road bridge is further delayed*) – consequently, there were no further questions on this.

Chris James – did however ask the meeting to note that after the tie-in works were complete at both ends of the new bridge approach alignment, the opportunity would be taken for EKFB to carry out the HS2-funded full reconstruction of the Spella House to Three Ways section of road (*just over 500m long*) which has been comprehensively destroyed by unsustainable levels of traffic; Philip Freer expressed concern that these works did not slip in the programme.

Philip Freer – enquired of Haidee Williams (*EKFB*) to confirm details re: the forthcoming visit by EKFB to Boddington at 5pm on Wednesday 16<sup>th</sup> July, and noted that he was pleased EKFB were adopting weekend working to 'get the job done' but that this did come at the expense of noise and dust disturbance etc affecting events such as Boddington Open Gardens.

**ACTION – Haidee Williams to confirm details to Philip Freer of EKFB visit to Boddington on 16<sup>th</sup> July.**

### **3c. A361 Chipping Warden area – realignment & phasing**

Nigel Galletly (*Chipping Warden PC*) – reported that he had recently spoken with Haidee Williams re: a number of issues affecting the village, including the matter of the balancing pond (*a carry-over from the Relief Road enabling works*) e.g. is it working properly, who

controls it etc, although the current position is that it is for WNC / Kier to maintain, not the Parish Council.

Gary Pettit – responded that in terms of the balancing ponds, Kier were uploading information onto their database and preparing a programme for inspection and maintenance of identified highway / drainage assets being inherited from the HS2 project, and that the respective highway inspection and drainage teams were aware of their responsibilities and obligations in this.

**ACTION - Gary Pettit has received a response from Nainesh Patel at Kier confirming that they are collating information relating to all balancing ponds and will confirm inspection frequency dates in due course.**

Nigel Galletly – went on to report a number of camper vans regularly parked overnight on Appletree Road in the village, which he believes are HS2-contractor related; Chris James said he would follow the matter up and report back.

Nigel Galletly – further indicated he was pleased to see the progress that was being made with the works to realign the A361 over the green tunnel (*Chipping Warden Relief Road phase 2*).

### **3d. Wardington Road & Culworth Road closure phasing**

There was no representative from Edgcote attending the meeting (*area most affected by Wardington Road current closure*), and no further questions were raised concerning this part of Chris James' earlier presentation.

### **3e. Banbury Road (Thorpe Mandeville) & Lower Thorpe (Banbury Lane) prospective closure phasing**

Cllr Alison Eastwood (*WNC*) – opened this discussion by stating intensified use of Banbury Lane has quickly become an emotive issue, particularly in view of reported 'near misses' experienced by users of the road since the nearby Banbury Road long-term closure started, and local perceptions of safety and environmental concerns in Thorpe Mandeville. The closure of Banbury Road, and any consequential closure of Banbury Lane (*a single-track road*) that might or might not be pursued, needed to be carefully managed.

Gary Pettit – responded by stating that "the project" (*EKFB / HS2 Ltd*) can only close a road if it is "HS2 project related" and the forthcoming launch of the deck for Lower Thorpe Viaduct met this criteria, but thereafter, the project could only close Banbury Lane for short periods e.g. to concrete the viaduct deck and install parapets. For HS2 Ltd / EKFB to apply for any extended closure, they would have to invoke a departure process, which can take time.

Gary Pettit further reminded all that the current WNC portfolio holder for Highways & Transport (*Cllr Richard Butler*) had enquired as to whether a closure of Banbury Lane, long-term, was possible; WNC would have the power to close a road for up to 2 years, but in this instance arguably not the justification given the detrimental effect on local amenity and access given the parallel Banbury Road was now long-term closed and Greatworth Tee (*the only practical diversion*) was still not complete under phase 2. The matter is currently with Nick Henstock (*WNC Assistant Director for Highways & Transport*) to engage with Cllr Butler. Both scenarios (*i.e. whether led by EKFB or WNC*) have problems attached in terms of the

volume of complaints they are likely to generate around reduced connectivity. It may be necessary to look at combinations of 'hard' and 'soft' closures to avoid rat-running but still preserve local access from either end.

Maurice Cole (*Thorpe Mandeville PC*) – stressed that the imminent closure of Banbury Lane for the Lower Thorpe Viaduct deck launch would undoubtedly cause traffic problems in the area, as the long 2 year closure of Banbury Road was already doing. He believed that a strong message needs to be conveyed in terms of "access only" signage and appropriate levels of traffic management deployed. There are worries about HGVs and traffic more generally using the narrow lanes around the village to 'get round' the Banbury Road closure. He would be raising this with EKFB via Haidee Williams.

Gary Pettit – added that a temporary traffic regulation order (*TTRO*) to impose a 7.5 tonne weight limit is also an option to provide further enforcement in this area, which could also be looked at. This would be handled through Gary Thorp's Regulations team, as would any road closure applications.

**ACTION – Gary Thorp to advise on scenarios and implications for closing Banbury Lane, including imposition of any 7.5 tonne weight limit.**

### **3f. Greatworth Tee (*phase 2*) progress**

Cllr Eastwood – requested from Chris James that EKFB provides an timeline on the progress of Greatworth Tee (*phase 2*) at regular intervals, as completion of this key section of temporary road will improve the diversion options for those affected by the Banbury Road closure (*and any related closure of Banbury Lane, if pursued*) and assist with taking traffic pressure off Thorpe Mandeville.

**ACTION – Chris James / EKFB to provide regular updates on the timescale for implementing Greatworth Tee (*phase 2*).**

### **3g. Radstone Road – ongoing utilities closures & durations**

Andy Smith (*Radstone*) – opened this part of the discussion by emphasising that multiple road closures in succession are having a major impact on Radstone in terms of much reduced connectivity, especially to Brackley e.g. a 4 km journey increases to 18 km due to diversions. The Radstone Road is currently closed for highway tie-in works, but further closures are anticipated e.g. for Anglian Water works. The view from the Radstone community is that better co-ordination of closures is desperately needed, and he questioned as to who challenges the extent and overlap of multiple closures? For example, greater use could be made of traffic management rather than wholesale closures every time? The closures were also detrimental to allowing school children to travel easily between Brackley and Helmdon. It was noted that while EKFB general consult on their closure plans, utility companies do not, and that there needed to be a better two-way process when it came to consultation.

Gary Thorp (*WNC*) – explained that in terms of TTRO-related closures, no consultations are required, but parishes should however be getting notification as to what is up-and-coming. With emergency closures, understandably there is no notice given with what are termed P1 or P2 high priority scenarios. Non-emergency P3 priority closures involve 28 days notice via Kier, but in all cases, a standard code of practice is followed.

**ACTION – Gary Thorp offered to speak offline with Andy Smith to seek to ensure notices are ‘dovetailed’ with those for both Brackley and Helmdon, so Radstone does not ‘miss out’.**

Cllr Tony Bagot-Webb (*Brackley TC*) – added that when certain roads are closed, a ‘perfect storm’ can develop e.g. when the A43 and Radstone Road are closed simultaneously. He further asked Gary Pettit that – given Radstone Road was closed – could the opportunity be taken to carry out remedial works on the carriageway?

Gary Pettit – responded that Kier are aware of the issue, but again (*as explained in case of Claydon Road, Boddington*) it is all down to the status of the defects and the thresholds for investigatory level responses. Larger-scale repairs (*outside agreed routine maintenance*) have to be sanctioned by WNC, and Kier are bound by the parameters they have to work to as regards routine maintenance versus larger-scale repairs.

Cllr Eastwood – also asked Dave Butcher (*EKFB*) to respond to Andy Smith on these issues.

**ACTION – Gary Pettit emailed Danny Ogden at Kier and Sam Simons at WNC to request inspection of road from Helmdon crossroads to Brackley during the current month-long closure and the possibilities for maintenance repairs.**

**ACTION – Dave Butcher to respond to Andy Smith on Radstone area issues.**

Cllr Rosie Herring (*WNC*) – added that she was now using Whitfield Road to / from the A43 rather than the longer diversion, although this local road is now in a parlous state. Given more people are using this route, she noted that high speed traffic on the A43 northbound makes exiting onto the A43 from the Radstone (*Whitfield Road*) near the EKFB A43 compound very dangerous, and asked if electronic warning signs could be used to warn those on the A43 of merging traffic, and / or consider extending the 50mph temporary speed limit further north to embrace this junction.

Zachary Stamps (*National Highways*) – offered to cascade this issue to relevant maintenance teams at National Highways, and further asked that Cllr Herring contact him directly on the issue.

**ACTION – Zachary Stamps to follow up issue within National highways re: interventions to improve safety of Radstone (*Whitfield Road*) junction with A43 northbound, and report back to Cllr Herring and this meeting.**

Andy Smith also raised an issue about making users of the EKFB A43 compound aware of traffic approaching from the left (*i.e. from Radstone*) when exiting the compound, as some are not aware and pull out without taking due care and attention.

**ACTION – Chris James to pass information on within EKFB re: making those exiting A43 compound aware of traffic on local road.**

Cllr Herring – further added that any delay around re-opening Radstone Road could clash with the Silverstone British Grand Prix weekend in July. Chris James replied that EKFB were looking to re-open Radstone Road sooner if possible. Cllr Herring also said those in Radstone were currently unable to envisage how the final layout at Radstone Road would look, and speed of traffic on the new alignment. Andy Smith added that a site visit for those interested may be beneficial. Meanwhile, Chris James offered to provide appropriate plans and

drawings. In addition, Cllr Herring was concerned about the safety of the junction into Radstone village itself being so close to the new Radstone Road alignment. She believed WNC need to look at the potential for accidents as part of any pre-opening safety audit process.

**ACTION – Chris James to provide Cllr Herring and Andy Smith plans / drawings of the Radstone Road realignment.**

Cllr Herring – the final issue raised in the Radstone area was that of dust from the works, which was particularly affecting cars, gardens etc, and asked if any air quality monitoring was being undertaken? Chris James offered to raise this with the environmental team. Current monitoring of airborne dust was deemed “good and within limits” according to EKFB. Gary Pettit added that Cllr Herring might consider copying Helen Hunt and Julie Ewers at WNC into any correspondence around this issue.

**ACTION – Chris James to update Cllr Herring on air monitoring results for the Radstone area.**

### **3h. Shared use cycleway along A43 – to be taken offline for discussion between SNATRA & National Highways**

Cllr Eastwood – asked, that in terms of the matter of future provision being made – or otherwise – for a shared use footway / cycleway over the A43 HS2 bridge currently under construction, that Chris James summarise the situation at this meeting: He re-iterated, as had been the case in previous correspondence on this matter with SNATRA (*South Northants Active Travel*), that it was not in EKFB’s gift to give a resolution on the matter as contractors to HS2, but rather it was for National Highways and WNC to address.

Cllr Bagot-Webb – had recently discussed the matter with Zachary Stamps at National Highways; Zachary Stamps added that he had also raised it with HS2 Ltd. No provision has been made as part of the design configuration / layout of the bridge deck, but it is National Highways’ view that, width-wise, it is “future proofed” should it be incorporated at a later date. Cllr Eastwood offered to write to Cllr Richard Butler at WNC re: having offline discussions about this.

David Cranwell (*SNATRA*) – emphasised there was concern that A43 bridge construction is happening now, and SNATRA did not want to see a ‘fait accompli’ situation that could not be reversed, hence the urgency to reach a consensus on the issue between stakeholders.

Bill Dodd (*Whitfield*) – echoed David Cranwell’s comments, as did Cllr Bagot-Webb, adding that Brackley is Whitfield’s closest service centre, it is walkable and certainly within cycling distance, and an inappropriate decision on the A43 now would prevent people from doing this in future and force them into cars, not in keeping with active travel aspirations.

**ACTION – Zachary Stamps to continue discussions within National Highways and with HS2 Ltd on issue and seek to convene a meeting at the earliest opportunity with appropriate WNC and SNATRA representation to seek a resolution and way forward.**

### **4. National Highways questions re: diversions etc as raised including upcoming events affecting A43**

There were no further specific questions, all issues pertaining to the A43 and National Highways interfaces having been dealt with in preceding discussions and questions earlier in the agenda.

Cllr Bagot-Webb – did however question generally if enough preparation was being made to ensure traffic management surrounding the upcoming British Grand Prix ran smoothly?

Gary Thorp – indicated the Towcester 'end' of the A43 would be open throughout the weekend, and as EKFB had already made preparations to ensure their operations did not impinge on matters (*as already reported in Chris James' presentation*).

## **5. AOB**

Cllr Herring – expressed some concern that no WNC elected members representing the administration had been present at this Liaison Group meeting, and what was happening re: their engagement with local communities affected by HS2?

Cllr Eastwood – responded, and was aware of this concern, but indicated that she had been in discussions with both Cllr Mark Arnull (*WNC leader*) and Cllr Richard Butler (*WNC Highways & Transport portfolio*). It was suggested that Cllr Herring also write to other WNC members in the 'HS2 zone' reminding them of the need to engage, as well as the two local MPs.

**Date of next meeting: Friday 26<sup>th</sup> September, 10.30am – 12noon via Teams**