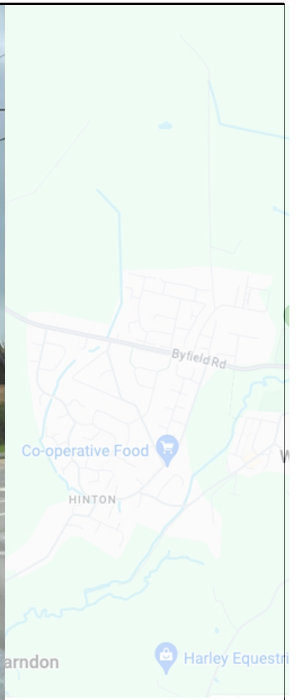
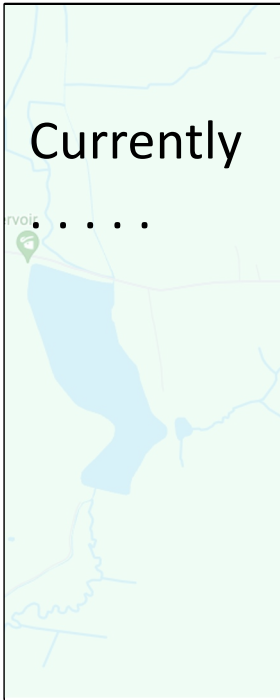


# Currently

rvol . . . . .





This video shows the traffic tailing back to the Green and New Terrace. This was taken at approximately 5pm on a Wednesday in early April.



Professionally trained as a chartered civil engineer, Nick’s career spans 50 years. He has worked both domestically and internationally on some of the world’s largest infrastructure projects in Africa, the Far East and the Middle East where he was Commercial Director responsible for the delivery of 1000kms of roads and bridges. He is currently working as Programme Director on multi-disciplinary projects in Saudi Arabia and Iraq. The challenges of delivering such large projects encompass not only the technical, financial and environmental conditions that exist between stakeholders but also, particularly on international projects, the cultural and language differences that exist. Negotiating, managing and delivering against widely disparate practices and customs requires a thorough understanding of the construction and delivery issues gained through the experience of a long and varied career.

And its only going to get worse. . . . .



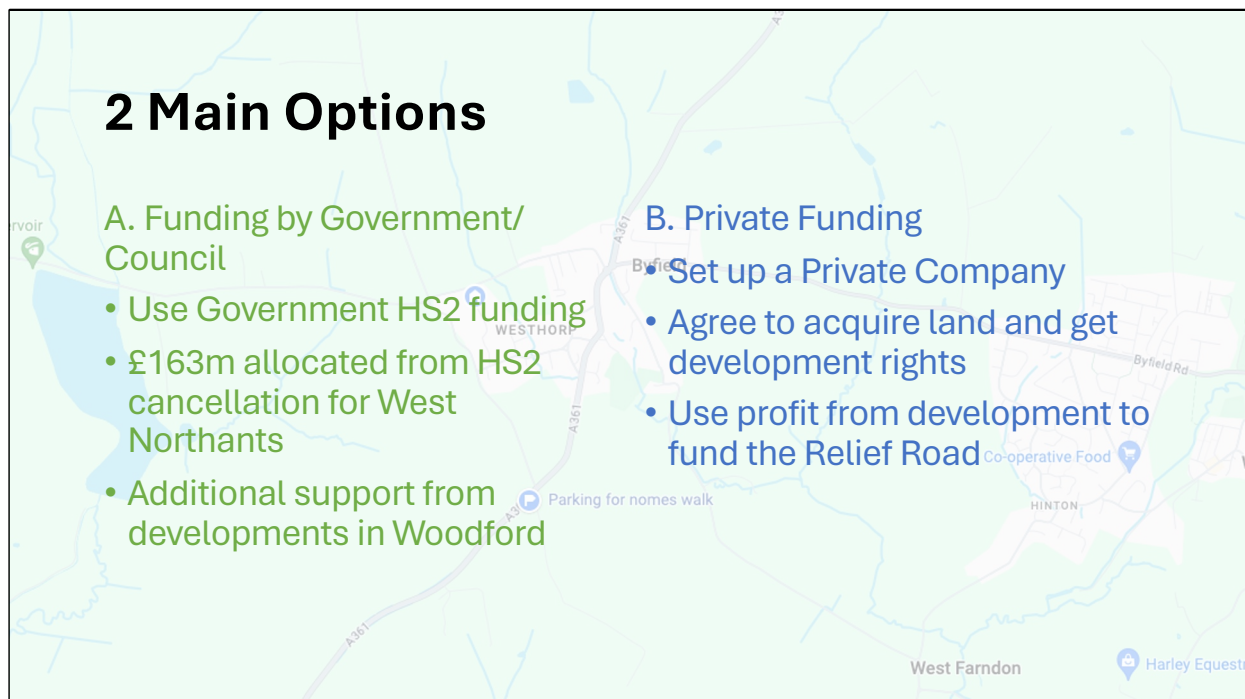
## Daventry Developments



M40

The plan shows the main sources of traffic being

- from Daventry and the new developments taking place there to the M40 at Banbury and
- the traffic from Woodford, particularly the new industrial area, which has recently got planning permission to be expanded along with the growth in residential development.

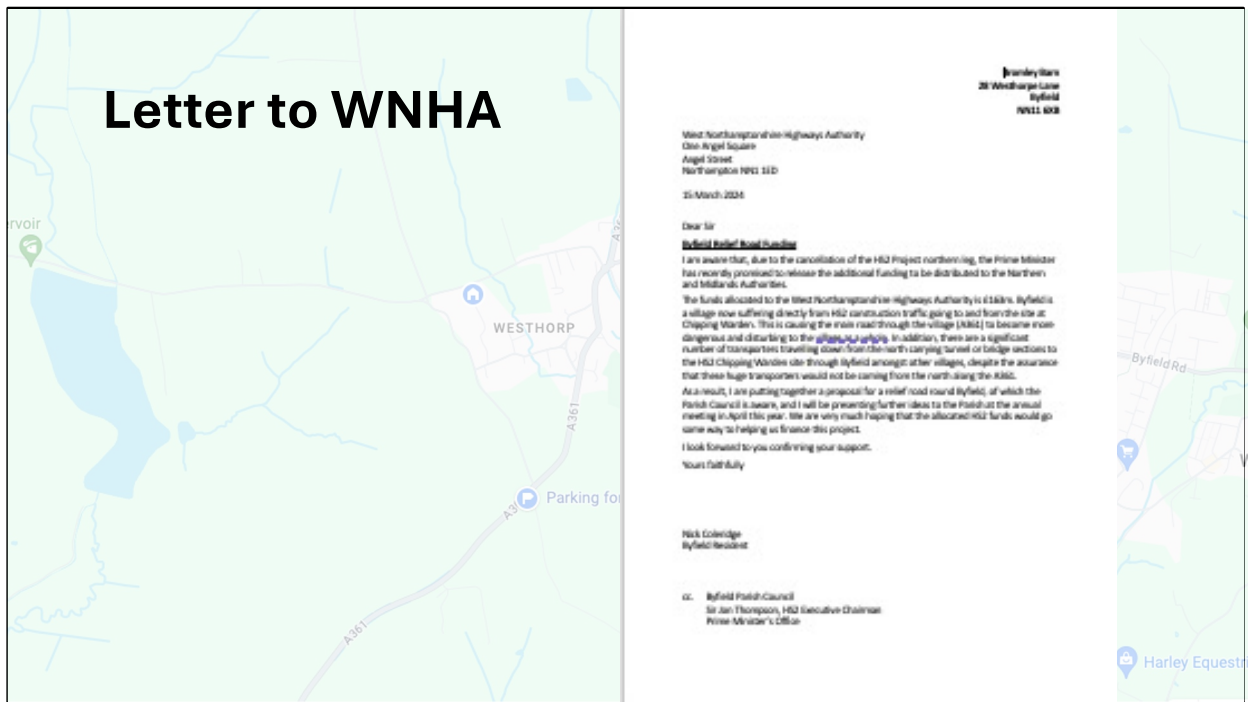


There are two main options for funding.

1. Funding by the Government and Council (including HS2). Central government has recently announced the allocation of the savings from the cancellation of HS2 Northern Leg. For the Northants council this allocation is £163 million. We should also have some funding from the Section 106 development funding from the Woodford industrial area development.
2. Option 2 could be done by private funding as in a public private partnership (PPP) manner. This would be done by a private company set up to finance and manage the delivery of the relief road. The funding would be created by agreeing to acquire the land, get agreement develop this land and sell this to developers with the increase in value creating the funds for the relief road development.

Obviously, funding could also be a combination of both options.

It is also worth noting that private funding is being promoted by the government for the southern section of the HS2 route from Old Oak Common to Euston.

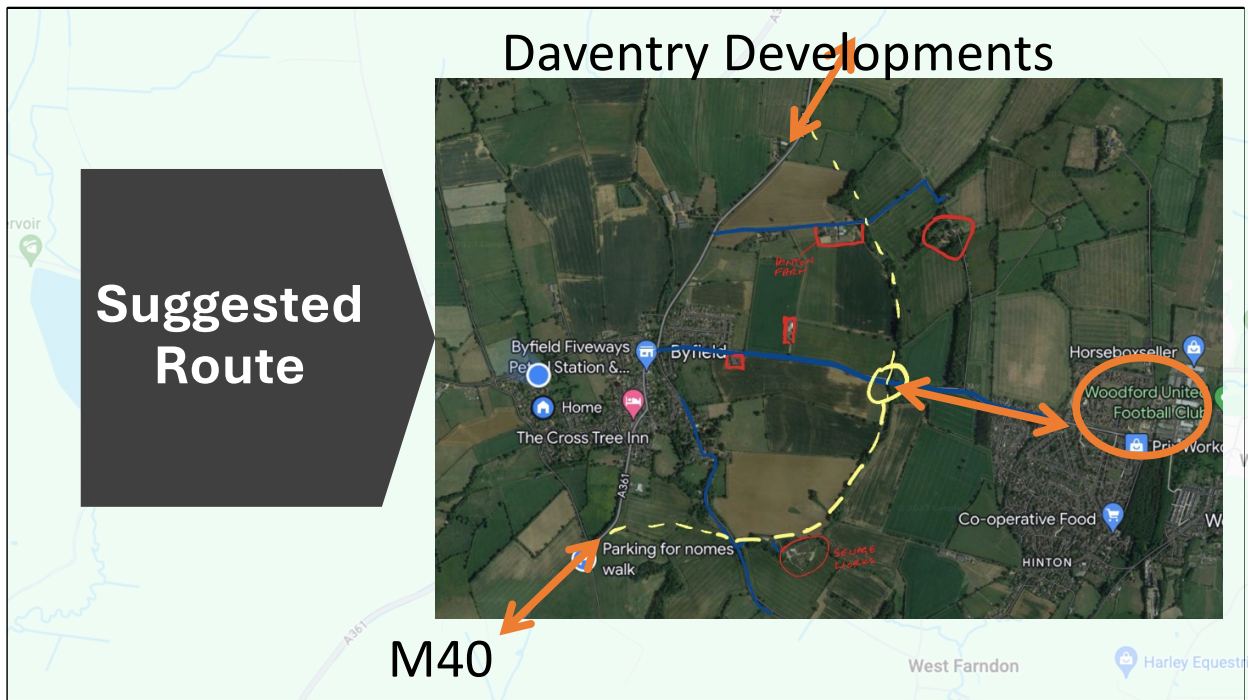


I, as a private individual, wrote to the West Northants Highways Agency in March requesting that the allocated £163m allocated from the cancellation of the northern leg of the HS2 project, be used to help fund, or fund entirely, a Byfield relief road.

I copied the letter to HS2 and the Prime Minister's office.

I have had no reply.





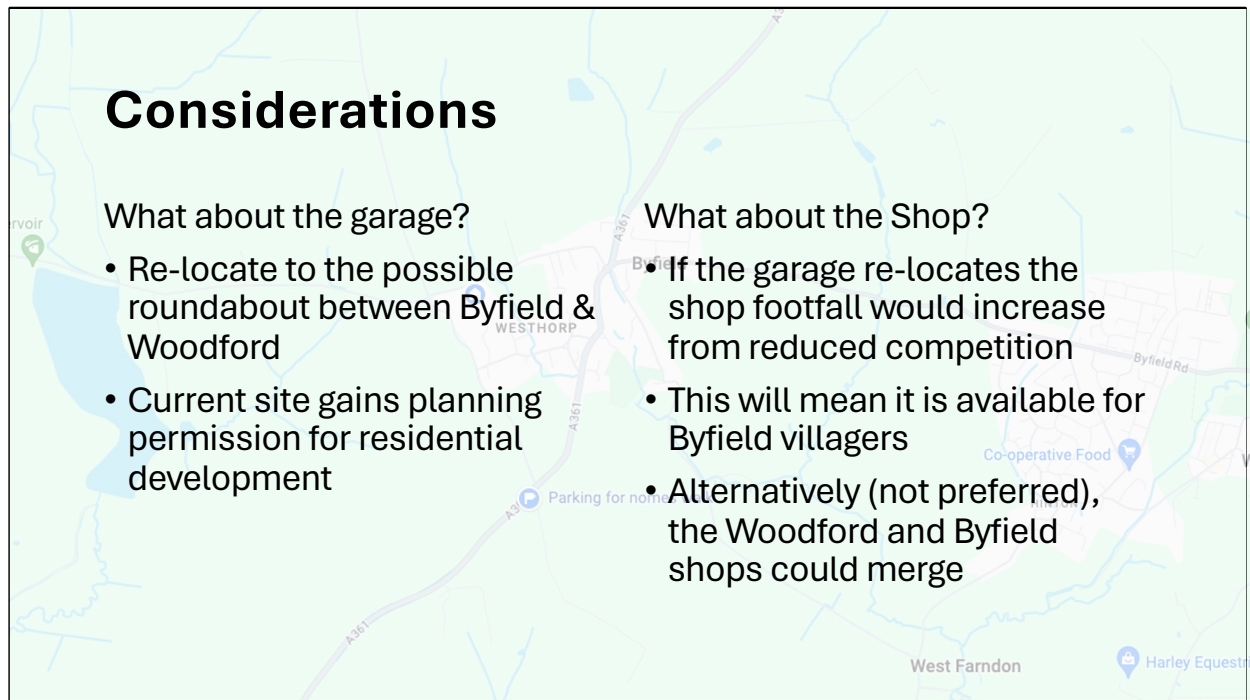
My suggested route links the A361 north and south of Byfield with the developments at Woodford and keeps the road well East of Byfield. The purpose of this is so that if private funding has to be used any development required would be provided by Woodford which is a designated development village whereas Byfield is not.

I tried to pick a route that followed boundaries between fields and therefore minimize any impact on farmers. Obviously, any route would have to be verified and reviewed as part of a feasibility study at the early planning stage.



The land ownership is very approximately as shown on this plan.





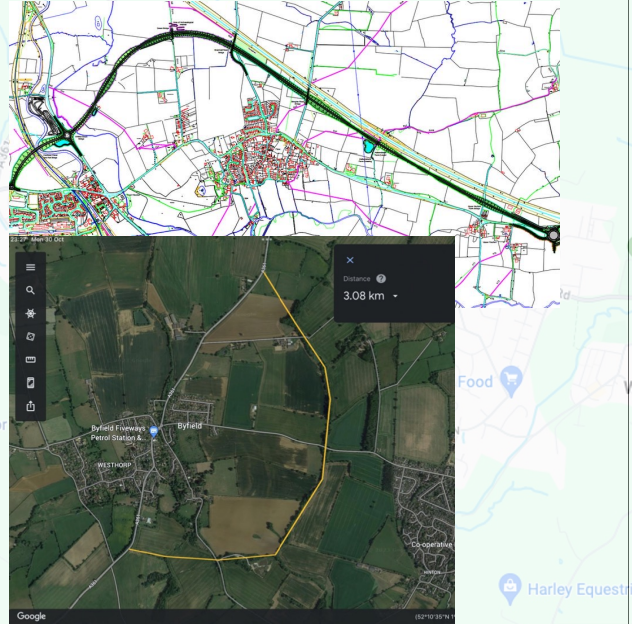
Important considerations for Byfield are the garage and the shop.

My proposal would be that the garage could relocate from its current location to the junction (roundabout) of the relief road and the Byfield Woodford road. The site in Byfield could be developed for residential development. I think that this would increase footfall to the garage due to its location and hence be a more profitable business. Further work would need to be done to confirm this.

With the move of the garage to the relief road location, that would probably increase the footfall to the village shop and therefore enable it to remain in the village and be within walking distance for all villagers. Alternatively, the Coop could opt to combine the Byfield and Woodford shops on the relief road – this would not be a preferred option for Byfield.

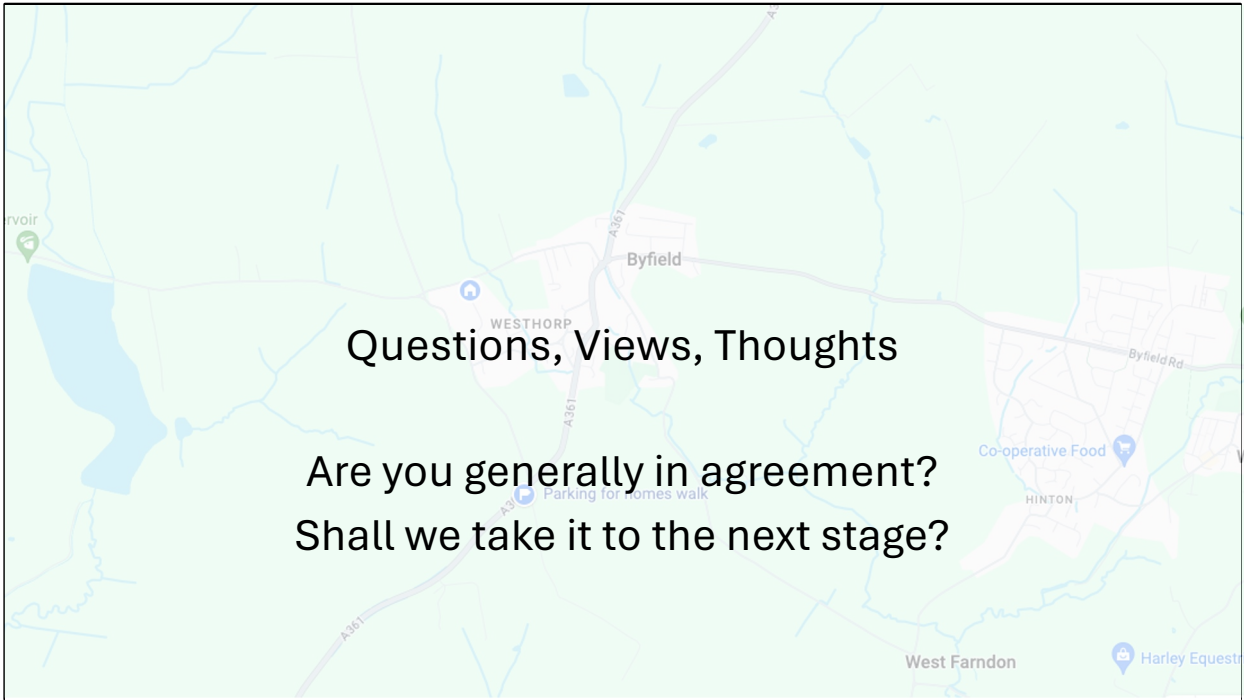
## Cost

- Based on Flore cost for 5.7km of £41m
- Byfield RR of 3.1km plus fees and inflation would be approx £32m
- Plus land costs of approx. £600k for a 50m wide corridor



Based on the Flore bypass costs published of £41m, a road for Byfield of approximately 3.1km, with an allowance of 20% for inflation and a further 20% for contingency and fees on a prorate basis would be £32million plus land costs.

Assuming a land cost based on published agricultural land costs and a 50 meter wide corridor, the land cost would be £600 thousand.



**Questions, Views, Thoughts**

**Are you generally in agreement?  
Shall we take it to the next stage?**