

Ickenham Calling

The Newsletter of the *Ickenham Residents' Association*

Spring 2014



Affiliated to the Hillingdon Alliance of Residents' Associations.
Member of Herts. & Middx. Wildlife Trust, and London Green Belt Council.

Ickenham Residents' Association:



E-Mail Address
WebSite
Twitter Acc.

ickenhamresidents@hotmail.com
www.ickenhamresidents.co.uk
www.twitter.com/IckenhamRA

CHAIRMANS REPORT

The full HS2 Environmental Statement (ES) is out and I'm afraid it makes for dispiriting reading. In comparison to the draft ES the situation for Ickenham has got worse, much, much worse. In the 10 year construction phase, not only will we suffer **daily 1000 two-way HGV trips** down Harvil Road, but in addition we will also have two major tunnel construction sites and tunnel spoil deposited permanently on our green and pleasant land. Our MP Nick Hurd's representations to mitigate the impact on Ickenham have been ignored. We call on him again to come out against HS2; as a Government Minister, his opposition would be significant.

Councillors have rejected both the Tesco and Morrisons applications for mixed use developments on Hillingdon Circus. They were right; neither scheme was sustainable as they were both designed to attract significant additional traffic to our local road network which is already saturated at peak periods. The decision has been referred to the GLA for ratification; let us hope the Mayor concurs.

This will be my last introduction to *Ickenham Calling*; in the spirit of perpetual revolution I am standing down as Chairman at the AGM in April. This is of little significance to the Association, whose Committee is so strong and practised that it more or less runs on autopilot. Nonetheless, the Chairman does have a role of which, to my mind, a most important part is to make sure the Committee represents the diversity of our community and the views that it holds. So I am particularly pleased that it has grown

over the last three years, and grown to include more young and employed members, although I can in no way claim credit for this. Our most recent addition, Harmeet Minhas, is already providing us expert help on town planning matters.

Our Treasurer, Jill Dalton, has volunteered to take up the reins and the Committee have welcomed her nomination as Chairman. If elected, she would do an excellent job. That should not discourage anyone else from throwing in their hat – we are nothing if we are not democratic. I hope to continue to serve as a member of the Committee; I am passionate about Ickenham, our community and the work of the Association.

Humphrey Tizard

HS2

"Politics is the ability to foretell what is going to happen tomorrow, next week, next month and next year. And to have the ability afterwards to explain why it didn't happen".

Winston Churchill

This article was written at the beginning of February so may well be out of date when you are reading it.



AGM of the Ickenham Residents' Association

Please make a note in your diary for **Friday, 11th April 2014, at 8pm**
Ickenham Village Hall

AGM Agenda plus Minutes of last AGM in April 2013 (to be approved)
are attached to this newsletter.

Please bring along with you. Thank you.

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Any questions you may want to raise, or if you have comments on any article in the Newsletter, we would be pleased to hear your views, and you could write to our General Secretary
6 The Chase,
Ickenham, Uxbridge,
UB10 8SR

You can also send your comments to our e-mail address: ickenhamresidents@hotmail.com or TWITTER Account www.twitter.com/IckenhamRA

This issue edited by
Hanne Raeder
February 2014



The Government's obsession in preventing proper public scrutiny of HS2 reached new levels when they vetoed the publication of a 2011 Major Projects Authority Report on HS2 - a veto last used by Tony Blair when the 'Iraqi weapons of mass destruction' were being discussed in Cabinet.

It was David Cameron who said in November 2010 "It is our ambition to be one of the most transparent Governments in the world."

The HS2 Phase 2 Consultation finished 31 January creating new STOP HS2 groups in Staffs, Derbyshire, Nottinghamshire, Cheshire and Yorkshire. Polls in all parts of the country show a large majority against the project, but our MPs appear to wish to continue ignoring public opinion and base their opinions on Government sound bites. Although HS2 Phase 2 is seen as a 'Northern England' project, it affects our community - the number of trains per hour increases significantly and Phase 2 may include the Heathrow Spurs.

We have continually asked our MP to justify to us the need for this project - when we are being blighted so much, it seems only fair we should be convinced there is some national 'good'. At his request we have provided him with data which questions the so-called capacity issue on the West Coast Mainline and we have provided analyses of alternatives which would achieve far more, quicker and at less cost. The only answer after 3 months has been a letter he passed to us from Mr Robert Goodwill, Transport Minister. This letter is extremely lightweight basically stating that although the data indicates intercity travel is not increasing, the Department of Transport believes a new line should be built. This does nothing to reassure us that our MPs and Ministers are providing the scrutiny which such a project demands.

We are currently in the process of responding to the HS2 Phase One Final Environmental Statement. This is part of the Phase One Hybrid Bill parliamentary process. We were originally given only 56 days to respond including the Christmas holidays as the Government stated we had already had the information for 18 months. This was totally untrue - these documents which are complex to analyse, contained plans, which were not in the May 2013 Draft Environmental Statement and had not been presented at HS2 Community Forums. They significantly and adversely affect the residents of Ickenham.

HS2 Ltd, however, in their haste to meet a political timetable failed to comply with parliamentary orders and we have been given an extra 34 days to respond. In our view the process should have been stopped completely and HS2 Ltd told to go away and do a proper job. Unfortunately, the hybrid bill process does not allow proper public scrutiny and therefore does not encourage complete and quality planning.

The Final Environmental Statement shows no consideration of the economic and environmental damage to be caused to our community and commuters throughout the London Borough of Hillingdon. According to 'GetWest London' more waste will be permanently dumped in our fields than anywhere else along the line - we must shoulder more than a

third of all excavated spoil for the London-Birmingham stretch. It seems that someone has decided that as there have to be winners and losers they'll concentrate all the pain in one area - ours.

The second HS2 Phase One Compensation Consultation once again demonstrated the Government's intentions of avoiding paying proper compensation, presumably as it would further weaken a weak business case. Even our MP admitted this wasn't his Government's finest hour and we were pleased to see his robust response to the Consultation.

Assuming Phase One Hybrid Bill passes its second reading, the next phase will be petitioning. We will be petitioning to mitigate against the construction sites activities, the congestion, the air and noise pollution and the permanent dumping of waste. Our aim is to get the tunnel extended beyond the Colne Valley, thereby saving our communities from permanent environmental damage and restoring our quality of life. We have had support from our MP and the London Borough of Hillingdon to this solution. Communities all along the line will be petitioning to improve their situation, so we won't be alone - this will be a competitive process and we hope a lengthy phase. There is a general election in 2015 and HS2 alongside Heathrow expansion could be a major issue.

The Government has appointed a new HS2 Chairman - Sir David Higgins - who has been given 2 months by David Cameron to assess the viability of the project time-scale, find ways to reduce costs and speed up the project. Initial leaks suggest he cannot see ways of reducing costs and he would like to start in the North at the same time as Phase One. The current hybrid bill is only for the London - Birmingham route, so this could be an interesting development.

As always please see our website and Hillingdon Against HS2 (ruislip-against-hs2.co.uk) website for the latest information.

Brian Adams

HS2 EFFECTS ON ICKENHAM

When something as enormous as HS2 comes along and threatens to permanently damage the community, the environment, the landscape and quality of life, it makes one take stock of what we have and will lose. The proposed construction site at Harvil Road with a factory,





de-contamination plant and lorry park will destroy the local Green Belt.

The project will adversely affect Brackenbury House and its grounds. Brackenbury House is a Grade II listed Manor House situated in Breakspear Road South, and has been described by a representative of English Heritage at Hillingdon Council as the finest listed building in private hands in the Borough of Hillingdon.

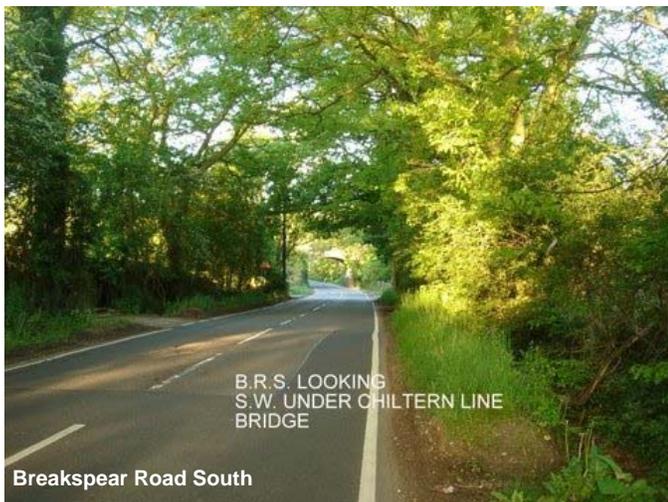
Brackenbury Moat Scheduled Ancient Monument in the grounds was used as the front cover of English Heritage's latest booklet entitled *'Moats, Ponds and Ornamental Lakes in the Historic Environment'*. The house is described in the Pevsner's *'A History of Middlesex Vol.III'*.



Brackenbury House

One wing was built in approx. 1570 and the other in 1670 on the site of a previous house which was partially destroyed by fire in 1660. The back wall of the present house dates back to 1400 and no moats were built in this area after the 13th Century.

Pynchester Moat close by is also a Scheduled Ancient Monument and will be affected during construction.



Breakspear Road South

B.R.S. LOOKING
S.W. UNDER CHILTERN LINE
BRIDGE

HS2 plan to divert the Ickenham Stream (canal feeder) to the River Pinn, which will increase flood risk for houses near the river.

The dumping of waste 3 metres high in the fields along Breakspear Road South through to New Years Green Lane will destroy the local landscapes and potentially cause surface water problems to houses and roads nearby.



The duration and significance of work at Uxbridge Golf Course has yet to be clearly defined and there is no confidence HS2 will protect the course during construction and re-establish it.



Uxbridge Golf Course

The construction of the tunnel portal at West Ruislip will permanently require land currently used by Ruislip Golf Course. The proposed scheme will permanently require two of the eighteen holes.

This means that the golf course will not be able to function as an eighteen-hole competition course.

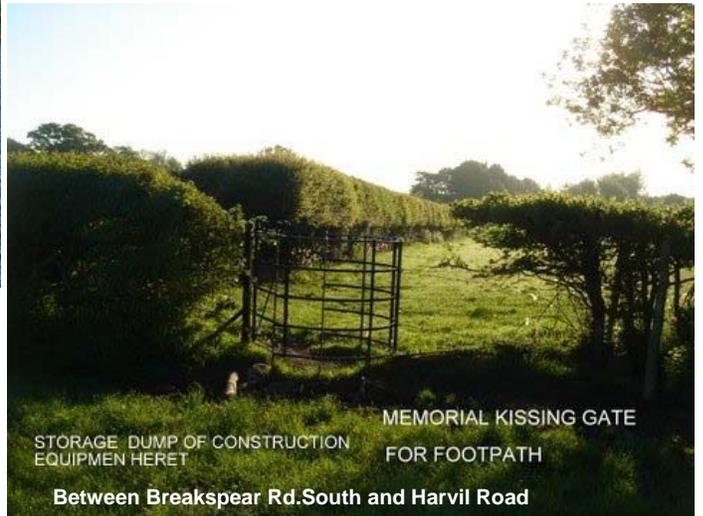


Hillingdon Outdoor Activity Centre (HOAC) will have to close and the Colne Valley will be permanently adversely affected by a 60 column viaduct and high levels of noise during construction and thereafter by the operation of trains.



Hillingdon Outdoor Activity Centre (HOAC)

Local footpaths will be closed and some lost forever. Some of HS2's diversions are located on roads which are potentially dangerous and could result in loss or harm to life.



STORAGE DUMP OF CONSTRUCTION EQUIPMENTS HERET

MEMORIAL KISSING GATE FOR FOOTPATH

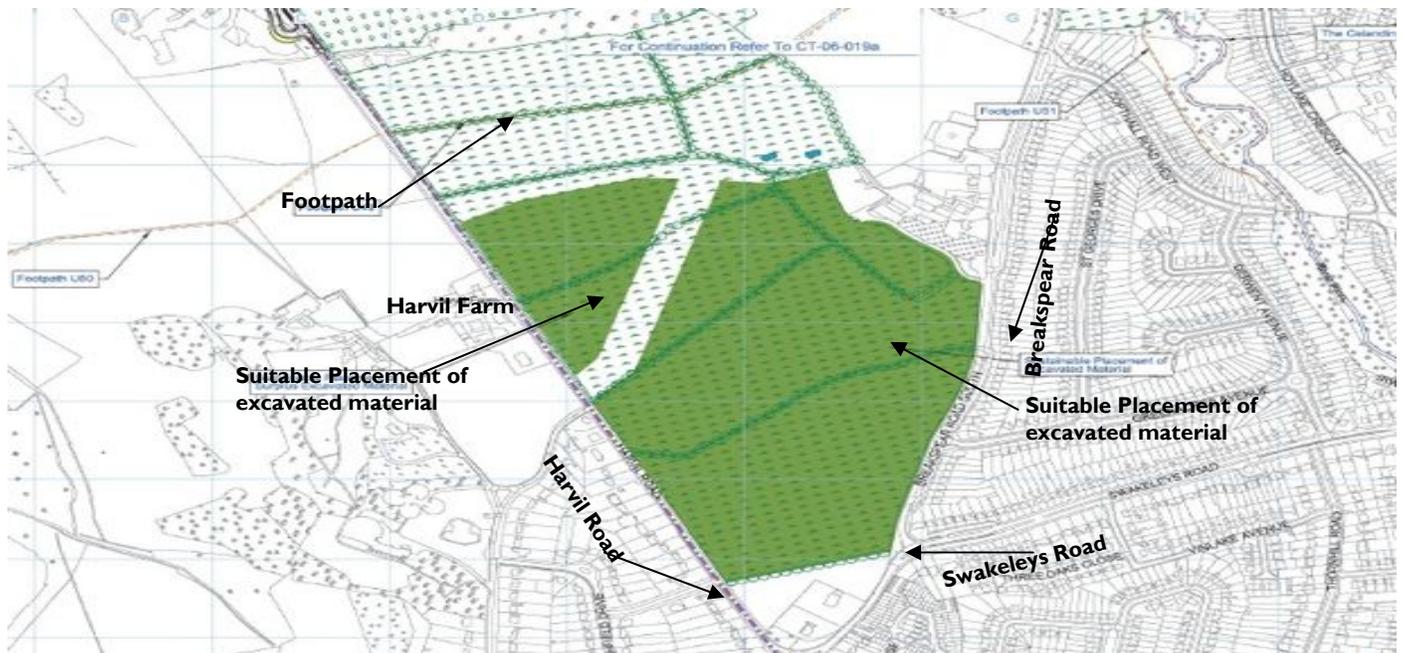
Between Breakspear Rd.South and Harvil Road



Ickenham Marsh Pond

HS2 construction will require the removal of two existing railway sidings at West Ruislip. We don't know where the replacement sidings will be located, hopefully, not on the Ickenham Marshes.

The map shows the dumping grounds between Harvil Road and Breakspear Road South.





Long-established woodland – New Years Green Covert - would be 'trashed' by HS2, according to The Woodland Trust.



..... and of course **every day for 10+ years our roads will be congested with HGV trucks** creating noise, toxic emissions, and preventing people from getting to their jobs, school, hospitals.

Brian Adams

TESCO AND MORRISONS, WHAT NEXT?

Members will no doubt be aware that the applications were finally heard at the LBH Major Applications Planning Committee on 2nd December 2013 and both were rejected, in Tesco's case against the recommendation of Council Officers.

Although both retailers have some well-publicised problems at present, we are not anticipating either of them giving up on Hillingdon Circus just yet. We have made ourselves available for meetings so that they can inform us of their revised plans and for us to outline the principles to which they should adhere, if they want those plans to have any chance of being acceptable to Ickenham. These principles cover traffic, retail impact, pedestrian and cycling facilities, built environment, Green Belt and scale. The meeting with Tesco is being arranged, as I write, but Morrisons wish to delay until they receive from LBH the official response and formal clarification of the reasons for refusal.

Richard Piper

METROPOLITAN LINE UPDATE

Your Association is a member of the Federation of Metropolitan Line Users Council (FOMLUC). Periodically the Council meets with London Underground Metropolitan Line management to discuss passenger issues and learn about plans for the Line.

The Metropolitan Line is a complex transport system with short journey and long distance passengers and a network stretching from the City of London to Chesham, Amersham, Watford, Uxbridge and Rickmansworth. Some of the infrastructure dates from Victorian times – the line recently celebrated its 150th anniversary – and support systems from the 1950's. This presents a major challenge to the Line Management to keep operations going whilst introducing significant changes to provide improved services.

Our Uxbridge line has seen the introduction of the new 'S' trains and more frequent services. I believe there has been a very positive reaction to these changes and my experience is that there are many more people using the service. Where there are complaints, these usually refer to information about the service.

The Metropolitan line unlike other lines does not have a platform passenger information service and the 'Good Service' announcements do not always reflect what is happening on any particular part of the Metropolitan network.

The Council met with the Metropolitan Management in January. The meeting takes place in the evening so we are grateful to the LU staff for giving up their personal time and being very candid about the problems and plans. The following are a summary of the information relevant to Ickenham residents:

There have been service problems in the last few months due mainly to issues with the new trains and flooding in the tunnel between Baker Street and Finchley Road. The issues with the new trains are understood and have been fixed or there are plans for modifications. The improvements to the tunnel are a major project and will require 18-20 weeks of engineering works, which will mainly be done during the night, but may require weekend closures.

The new trains are narrower than the old trains and there are concerns at some stations about the gaps between the trains and platforms - specifically Finchley Road, Baker Street and Farringdon. LU is looking at different solutions to avoid accidents. There is a trial at Baker Street using blue strobe lights at the key points on the platform to highlight the gap; barriers have also been installed at some points. The results indicate that the number of incidents have reduced significantly. Please be aware when you are using these stations.

The new timetable introduced in December 2013 has extended 'peak time' providing more fast trains into London which can now run at higher speed (60 mph). We will see further improvements in the next timetable change (Dec 2014) - the Uxbridge line, in off peak times, will have 4 trains per hour going to Aldgate instead of terminating at Baker Street.



The Mayor and LU Management recently announced a 'Vision for London'. This included all night services over weekends. This will not take place in the foreseeable future on the Metropolitan Line, because there are still many upgrades to take place and these will often take place during weekends. We can expect this new all night service to be available on the Central Line.

The Uxbridge line will continue to see weekend closures to replace the track. There will be a major closure on the line during the last two weeks of July and first week of August to complete the track replacement. During this time Metropolitan trains will terminate at Ruislip Monday to Friday and Rayners Lane over the weekends. There will be bus services to take people to West Ruislip and Ruislip – The Chiltern Line have been asked to provide additional services stopping at West Ruislip during this period.

There is a major improvement programme to the new trains, which will be completed by the end of March. We are probably not aware of many of the changes, as they relate to functions for the drivers and train operation. We will see changes to the alarm 'button' inside the carriages, as there have been instances of accidental use.

You may have seen in the press that LU has terminated the contract with Bombardier for the new signalling system. This new system was due to be operational in 2018 and would result in major improvements to services particularly enabling additional trains and passenger information systems. LU is now looking for new suppliers and although they believe the original timetable can be maintained, we will not know until new contracts are agreed.

Probably the most contentious plan at this moment is to close all ticket offices by April 2015. LU management has committed that all stations will be staffed when services are running. Their plans are to upgrade ticket machines to make it easier for passengers, and staff will now be visible in the ticket 'hall' to assist passengers. This will be backed by a major internal training programme to focus staff on customer service. As the Metropolitan line does not have good passenger information systems and some of the stations are in 'remote' areas, we believe the Metropolitan line is a special case. There needs to be more supervision along the line for this programme to be acceptable to passengers.

Brian Adams



ICKENHAM MARSHES UPDATE

The Marshes are currently quite wet, but still accessible with wellies. Partnership members have compiled the summer 2014 programme of events (see below). Recent wildlife sightings have included a buzzard, another egret, and a possible sighting of a water vole. The Council hope to lever funds from a Heathrow

Bird wild life in
Ickenham Marshes
Buzzard and Crow



With kind permission of
James Rawlinson

environment fund to prune the mighty *crack willows* that are cracking and blocking the Yeading Brook. We're all holding our breath to see, if the new paths will survive the wet winter, and London Underground representatives recently visited to discuss the possibility of a new permissive footpath on their land, south of

the Metropolitan Line.

Summer 2014 Marshes events/ Volunteering Opportunities:

Path clearing - Saturday 31st May, 10.30am

Yeading Brook Balsam Bash - Sunday 8 June, 10.30am (During the Ickenham Festival)

The Big Bug Count - Friday 13 June 3.30pm (During the Ickenham Festival)

Marshes Treasure Hunt - Friday 25 July, 10am

Pond clearing - Sunday 24 August, 3.00pm

Path clearing - Saturday 13 Sept, 10.30am



More details will be available on the new Marshes website, which will be up and running this spring and will be linked to the main Residents' Association site.

The meeting points for all these events will be the gate at the bottom of Austin's Lane.

Many thanks to everyone who has already got in touch, it is very much a case of 'the more the merrier' with these events, so please put them in your diaries now!

To find out more contact:

ickenhammarshes@hotmail.com **Chris Mountain**



ASSOCIATION CONSTITUTION

We propose a change to our *Constitution* under *Management*, i.e.

8. **Management.** The management of the Association shall be vested in the Committee comprising the Officers **and twelve** general Committee members elected at the AGM (proposed change from nine to **twelve**)
- 9.d. **The Committee** may co-opt up **to four** additional Committee members. (proposed change from two to **four**)

to be approved at the AGM on 11.04.14. For full details of the Association's Constitution please go to <http://www.ickenhamresidents.co.uk/> click on *About Us* and select *Constitution*.

Copies of the full text of the *Constitution* will be available at the forthcoming AGM. **Hanne Raeder**

ASSOCIATION ASSISTANCE

Some people have threatened to resign membership of the Association, because we have failed to do anything about large commercial vehicles, which are parked overnight in several residential streets.

Some of our committee members have investigated the situation, and while we sympathise with those residents who have this problem, and there are many, in the majority of cases we are unable to act, because vehicles are legally parked in the street, and the only way we can act to have them removed is to watch for the following:

- *If the vehicle is parked across a driveway and the driver frequently abuses this situation or refuses to move, or is causing an obstruction; if the vehicle is not displaying a current tax disc; if a badly damaged vehicle has been towed to the site and dumped; also the street must be of a certain width before it can accommodate ultra large vehicular traffic; or where a notice on street furniture is explicitly banning the parking of lorries.* -

We have sought the Council's advice on the situation, and they have informed us that the above reasons will enable any action to be taken. The Association likes to help when any situation occurs, however small, but regrettable we cannot work miracles. **John Squiers**

HEALTH MATTERS

Excellent news on yet another local GP Practice, that has recently improved its facilities to enable it to provide a wider range of services, to meet the changes that are happening in the health service. The practice was originally opened on the site in 1986 by Dr Kalpana Patel assisted by her husband Dr Prakash Patel. On the retirement of Kalpana in April last year, the practice is now run by their son Dr Kitur Patel. The refurbished Wallasey Medical Centre situated in Wallasey Crescent was officially opened by the Mayor of Hillingdon in November, when he formally cut the ribbon to open the extended and refurbished accommodation, and the new annexe. Attending guests were invited to tour round the practice and view the new surgery. My wife and I took the opportunity to do just that, and we were both very impressed! It is not easy to convert accommodation that was originally built years ago as a domestic home. The family run practice has

done an excellent job under difficult circumstances. The finished building is a wonderful result for all their hard work, and we must not forget the skills of the builders, and especially the professionalism of the architect in producing such a light and airy surgery. In addition, there is also ample car parking provided on the site.

We have seen many changes in the NHS since 1948, particularly with regard to the administration of primary care services. First off the "starting block" with the Middlesex Executive, then a long phase of reorganisations, usually occurring with a change of complexion of the incumbent government. The next in line was Hillingdon Family Practitioner Committee (FPC), followed by Hillingdon Family Health Authority (FHA), followed by Hillingdon Primary Care Trust (PCT), and now the Hillingdon Clinical Commissioning Group (Hillingdon CCG). It is nearly a year since this Group commenced its duties on our behalf. The first prospectus of Hillingdon CCG explains their ambitious plans to improve health services for residents in Hillingdon 2013/2014. Hillingdon Commissioning Group is made up of all 48 GP practices in Hillingdon, and serves a population of 274,000 people, managing an annual budget of nearly £300m.

They are responsible for the planning and design of many of the health services needed for the Borough. Having GPs in charge means they can use the feedback and comments from their patients about the services they use, and then apply this information to commission better and more appropriate services. All major decisions about the healthcare services they commission for Hillingdon are made by the governing body, and it is made up of nine GPs, a senior nurse, a secondary care doctor (usually a hospital doctor), three lay members and a Chief Officer and Chief Financial Officer.

To learn more about the CCG or learn of the different ways you can get involved visit: www.hillingdonccg.nhs.uk

If you have a comment or complaint about a GP, dentist, pharmacy or optician that you are unable to solve, you can contact NHS England at: NHS England PO Box 16738 Redditch B97 9PT Tel:0300 311 22 33. E-mail: england.contactus@nhs.net

Health Records:

The introduction of sharing medical records is near. The idea is to improve the quality of care and health services for all by using information about the care you have received. Those involved in providing care and health services can see how well they are providing them. They will use information such as your post code and NHS number to link your records with different places. Records are linked in a secure system so your identity is protected.

Details that could identify you will be removed before your information is made available to others, such as those planning NHS services and approved researchers. If you do not want information that identifies you to be shared outside your GP practice, ask the practice to make a note of this in your medical records. NHS Choices website at www.nhs.uk/caredata

David John



POLICE MATTERS

Hot off the press, as I write this, news of a large London-wide effort by the Metropolitan Police, entitled 'Operation Big Wing' on Jan. 23rd. In Hillingdon Borough over 130 officers were deployed, from all units, targeting suspects for offences of theft, burglary, assault and drugs. In addition, Automated Number Plate Recognition was used to catch uninsured drivers. The day concluded with 29 arrests in Hillingdon for offences noted above.

Earlier, on the 9th January, one of the monthly 'Operation CUBOs' was run and achieved 8 vehicle seizures for no insurance.

On the 15th of January I attended a meeting of the Hillingdon Community and Police Advisory Group. The Police Report covering the period 1st April 2013 to 31st December 2013 showed that the current system of pro-active policing has continued to bear fruit. Large reductions in reported offences over nearly all categories of crime, compared with the same period in 2012, were reported. For example, burglary was down by 13% (or 216 cases) and theft from motor vehicles by 12%, but there were still 1433 reports in this category, so it would seem that many people are still leaving attractive items on show in their cars. The one surprising statistic was a large rise in various types of violent crime, including rape. Most of this seems to take place in town centres and is often alcohol-related. It was explained that part of the apparent rise was due to a change in reporting procedures, where, for example, two people attacking a third is now recorded as two crimes rather than one. This meeting was the penultimate one of this body.

The powers that be in City Hall have decided to replace the Community & Police Advisory Groups, consisting of representatives of all types of associations, with Safer Neighbourhood Boards, of only a dozen or so members. The reasoning behind this decision is obscure as the cost of running the existing group is minimal. The secretary is a Council employee, who might earn a little overtime and the assistant secretary (who looks after the admin.) is a part-timer. There may be some small saving in admin costs, otherwise the rest of us work for free, not even claiming any expenses. There is a risk that the new body will turn into a quango and end up costing more.

However, there will be quarterly Ward Panel meetings with the Local Policing team (which I shall be attending) and the very useful meetings of the Neighbourhood Watch, which have recently provided a mine of local information.

Concerning the now six-month old Local Policing Team the current North Area phone number to contact them is 0208 246 1823. Otherwise use 101 for non-urgent matters and 999 for urgent ones, as usual.

Those who travel through Heathrow, may be interested to know that the rebuilt Terminal 2 (Queen's Terminal) will be open for passengers on June 4th this year; with some airlines (including Aer Lingus) transferring their services there. You may also like to know that nearly half of the crime at Heathrow occurs in Terminals 3 and 5 and most of this is baggage theft, so keep an eye on your luggage!

Vic. Silk

USE OF OYSTER CARDS AND FREEDOM PASSES

As already mentioned in our *Police Report* in the Autumn 2013 edition of *Ickenham Calling* the use of the above cards should be handled with great care to avoid card clash and double payment from another credit cards, which has also been emphasised in a note received from Transport for London (TfL) recently, i.e.

- *We are writing to remind you to only touch the card you intend to pay with on the yellow card reader. Keeping your Oyster cards and any contactless payment cards separate helps to avoid 'card clash'.*

If you touch the reader with a wallet or purse containing lots of cards, this may lead to 'card clash' and the ticket gates not opening, slowing down your journey. It could also result in payment being taken from a card you did not intend to use. This could currently happen on buses but cannot happen on London Underground, DLR, London Overground, Tramlink and National Rail services, until contactless payment is introduced later this year.

We will let you know well in advance when contactless payment will be available across the rest of the network. Using contactless will mean you don't have to top up or buy a ticket, so you can get on board quicker. -

For more information, please visit tfl.gov.uk/oyster
Hanne Raeder

ROAD STEWARDS

As you are all aware, our road stewards do a vital job in keeping you all up to date by delivering the quarterly newsletter and collecting subscriptions annually. We always like to hear if anyone is interested in helping. Currently we have vacancies in the Sussex Rd / Glebe Avenue area.

If you are able to help in these or any other areas, please either ring our membership secretary John Squiers on 01895 638367 or email the Association at ickenhamresidents@hotmail.com

Thank you in advance for your help.

June Reyner

COMMUNITY SUCCESS VIA OUR EMAIL ACCOUNT

In the last few months as well as through our usual updates and notifications, we have had some other successes. We were approached by Vyners School to get some 'careers speakers' into the School to address the students about their own careers.

We managed to get a good number of responses to our email request and this has now been followed up by the relevant member of staff.

We have also, thanks to the community minded attitude of our email recipients, got some names to act as "Street Champions" in the petitioning process against the HS2 Hybrid Bill.

Several of our correspondents also volunteered to help with going through the Environmental Impact Statement thus easing the load on our subcommittee. If you feel you would be interested in being part of this growing band, please email ickenhamresidents@hotmail.com and ask to be added to our mailing list. Thank you in advance.

June Reyner