

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013–14

HIGH SPEED RAIL (LONDON–WESTMIDLANDS) BILL

Against–on merits–Praying to be heard by Counsel, &c.

To the Honourable the Commons of the United Kingdom of Great Britain and Northern Ireland in Parliament assembled.

THE HUMBLE PETITION OF GEOFFREY STEVENS

SHEWETH as follows

1. A Bill (hereinafter referred to as “the Bill”) has been introduced and is now pending in your honourable House entitled “ A Bill to make provision for a railway between Euston in London and a junction with the West coast Main Line at Handsacre in Staffordshire , with a spur from Old Oak Common in the London Borough of Hammersmith and Fulham to a junction with the Channel Tunnel Rail Link at York Way in the London Borough of Islington and a spur from Water Orton in Warwickshire to Curzon Street in Birmingham; and for connected purposes”
2. The Bill is presented by Mr Secretary McLoughlin, supported by the Prime Minister, the Deputy Prime Minister, Mr Chancellor of the Exchequer, Secretary Theresa May, Secretary Vince Cable, Secretary Ian Duncan Smith, Secretary Eric Pickles, Secretary Owen Peterson, Secretary Edward Davey and Mr Robert Goodwill.
3. Clauses 1 to 36 set out the Bill’s objectives in relation to the construction and operation of the railway mentioned in paragraph 1 above. They include provision for the construction of works, highways and road traffic matters, the compulsory acquisition of land and other provisions relating to the use of land, planning permission, heritage issues, trees and noise. They include clauses which would disapply and modify various enactments relating to special categories of land including burial grounds, consecrated land, commons and open spaces, and other matters, including overhead lines, water, building regulations and party walls, street works and the use of lorries.
4. Clauses 37 to 42 of the Bill deal with the regulatory regime for the railway.
5. Clauses 43 to 65 of the Bill set out a number of miscellaneous and general provisions, including provision for the appointment of a nominated undertaker (“the Nominated Undertaker”)to exercise the powers under the Bill, transfer schemes, provisions relating to statutory undertakers and the Crown, provision about the compulsory acquisition of land for regeneration, reinstatement works and provision about further high speed railway works.

Provision is also made about the application of Environmental Impact Assessment Regulations.

6. The works proposed to be authorised by the Bill are specified in clauses 1 and 2 of and Schedules 1 and 2 to the Bill. They consist of scheduled works, which are described in Schedule 1 to the Bill and other works, which are described in clause 2 of and schedule 2 and 3 to the Bill
7. Your Petitioner is Geoffrey Stevens who lives in an area immediately impacted by the proposed road transport of materials to and spoil from the proposed tunnelling, demolition and construction work of the Scheme. Members of your petitioners family suffer from reduced lung capacity as a result of pulmonary emolism. Your petitioner would also have been severely affected had construction work for the HS1–HS2 link been carried out in the vicinity of his property.
8. Your Petitioners and their interests are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing.
9. The HS2 Scheme would have been an issue for your Petitioner had the select committee not been instructed to remove the HS2–HS1 link from the Bill. **Even after the removal of the HS1–HS2 link from the Bill the HS2 Scheme is an issue for your Petitioner because of the health effects of excessive air pollution resulting from the unmitigated impact of hundreds of extra HGVs on neighbouring roads to Euston. (Through roads such as Kentish Town Road already have excessive air pollution in excess of EU air quality standards)**
10. Your Petitioner would like the Select Committee to require the Bill to be amended as follows to overcome our concerns with the scheme (once the decision of Mr Secretary McLoughlin to cancel the Scheme to use the North London Line Viaduct for an HS1–HS2 link and release the safeguarding for that section has been confirmed by amendment of the Bill)

The Select Committee is asked to amend the Bill to require the scheme to mitigate the adverse impact on air quality and traffic congestion by requiring as much equipment and materials as possible to be transported to and from construction sites by Rail and not by Road.

11. There are other clauses and provisions of the Bill, which if passed into law as they now stand will prejudicially affect your petitioners and their rights, interests and property and for which no adequate provision is made to protect your petitioners.

YOUR PETITIONERS therefore humbly pray your Honourable house that the Bill may not be allowed to pass into law as it now stands and that they may be heard by their Counsel, Agents and witnesses in support of the allegations of this petition against so much of the Bill as affects the property, rights and interests of your Petitioners and in support of such other clauses and provisions as may be necessary or expedient for their protection, or that such other relief may be given to your Petitioner in the premises as your Honourable House shall deem meet.

AND your petitioners will ever pray,&c.

Signed: Geoffrey Stevens

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