

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013–14

HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL

Against – on merits – Praying to be heard by Agent

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

THE HUMBLE PETITION of PAUL JOHN CROSFIELD, officer of the CAMDEN BROADWAY
CONSERVATION AREA ADVISORY COMMITTEE

SHEWETH as follows:-

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”

1. 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 Iain Duncan Smith, Secretary Eric Pickles, Secretary Owen Paterson, Secretary Edward Davey, and Mr Robert Goodwill. .

2. 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.

3. Clauses 37 to 42 of the Bill deal with the regulatory regime for the railway.

4. 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.

5. 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 Schedules 2 and 3 to the Bill.

6. Your Petitioner is a resident within, and Secretary of, the Advisory Committee for the Camden Broadway Conservation Area, on whose behalf he is petitioning. The Camden Broadway Conservation Area is located between Camden Town and Kentish Town, close to Camden Road Station. St. Pancras Way forms the north-eastern boundary and the area contains a short length of Camden Road, a short length of Royal College Street, the north side of Randolph Street and all of Rousden Street. The area is bisected by the Richmond - Stratford railway line (and the decommissioned railway previously proposed for use as the link to HS1). Your Petitioners' properties are very near to roads which will be used by construction traffic during the construction of the Scheme.
7. Your Petitioners and their interests are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing.
8. The Bill includes powers for the Secretary of State and the Nominated Undertaker to undertake works of construction which are estimated to take 10 years to complete and will include lorry movements, creation of dust and noise, poor air quality and 24 hour working. This will obviously have a detrimental effect on the health and quality of life for the residents, who include young families and the elderly. Your Petitioners rely on the road, cycle and public transport networks and will be severely impacted by any disruption as a result of the construction works.

Euston Station

9. Your Petitioners object to the proposals in the Bill for the design of Euston Station ("the Station"). The Bill would authorise an additional building to house HS2 platforms to the west of the existing Station. The proposals would fail to minimise the impacts on local communities from the redevelopment. They are divorced from the wider local community and planning context. Insufficient attention has been paid to dealing with the already serious issue of overcrowding on the London Underground, addressing onward travel and impacts on local transport from HS2, and to coping with increased passenger levels during the construction period.
10. Since the introduction of the Bill, the report entitled "HS2 Plus" has been published, in which the chairman of HS2 Limited, Sir David Higgins, reviewed the project and made recommendations to the Government about the future plans for the scheme. In that report, Sir David proposed that the Government should look at a more comprehensive redevelopment of

the Station. In response to the report, the Secretary of State said that he will ask HS2 Ltd and Network Rail to develop more comprehensive proposals for the redevelopment of Euston, working with the rail industry and the local community. Your Petitioners welcome the fact that the government now recognises that the plans for the Station contained within the Bill are inappropriate and require further consideration.

11. As a result of the government's response to HS2 Plus, your Petitioners find themselves in a difficult position as regards the Station. Whether or not your honourable House agrees with the proposal mentioned later in this Petition for a temporary terminus at Old Oak Common, your Petitioners must reserve their position in general on the Station, given the uncertainty that has been created. It is not clear when, whether and how the Promoters will alter the Bill and the accompanying documents to take account of the government's response to HS2 Plus. Until a better idea of the alternative proposals is known, your Petitioners are unable to discern exactly what it is they are petitioning about.

12. Euston will suffer some of the most severe, detrimental environmental impacts along the entire HS2 route. Euston will be the location of two major construction compounds and 10 further satellite construction compounds. The associated extensive traffic and activities of the HS2 construction works and their associated utility works will create significant noise, vibration, pollution and other amenity effects for Your Petitioners. There is likely to be damage and maintenance requirements beyond normal wear and tear to residential and commercial premises.

13. There will be severe disruption of transport and access affecting Your Petitioners, (including children and young people), for more than 13 years. This will include public transport disruption, road closures and diversions and the re-routing of services, leading to increased traffic and congestion in already highly congested areas. Traffic congestion will be significantly increased during the construction works by the 740 construction vehicle trips per day at Euston, 90% of which will be by heavy goods vehicles. This will cause costly delays and disruption to Your Petitioners, will reduce the quality of the local environment and exacerbate transport issues on already heavily congested roads.

Euston Station: Servicing and Freight

14. Servicing operations and freight deliveries to and from the Station could adversely impact Your Petitioners and highway users generally. Your Petitioners request your honourable House to

require the promoters to ensure that adequate provision is made for efficient freight and servicing arrangements for the Station, which must ensure that their impacts on local networks and highway users, especially vulnerable highway users such as pedestrians and cyclists are minimised. These arrangements should include provision, in consultation with your Petitioners, of an Ultra-Low Emission Zone around the station and a sustainable freight servicing plan to minimise the impact on the local area and the provision of related infrastructure that is recommended in the plan.

Euston station: temporary terminus at Old Oak Common

15. As can be seen from the above, there are very many issues that need to be resolved in relation to the design of Euston Station if it is to meet all of your Petitioners' objectives and a significant period of time will need to be taken to do so satisfactorily. However, your Petitioners recognise that the Promoters wish to commence work on construction of the proposals in the Bill as soon as possible. Your Petitioners therefore consider, in order not to delay progress of the scheme, that the Bill should be amended to allow for a temporary London terminus station at Old Oak Common. A station at Old Oak Common should be used to the maximum for this purpose and arrangements at this station should be used to maximum possible advantage to relieve passenger demand at Euston Station in the long term. This would allow a proper amount of time to be given to the design and construction of Euston Station, including the permanent terminus for HS2.

Link to HS1

16. Your Petitioners are pleased to note the instruction that your honourable House has given to the Select Committee, saying that it shall not hear any petition that relates to the HS1 link, and welcomes this recognition by the government that the link is flawed. Your Petitioners reserve their right to appear on their petition on this subject, should impacts arise in the Camden Broadway Conservation Area with the removal of the link (such as Heavy Goods Vehicle traffic routes or construction compounds for example) that are not able to be determined at this time given the uncertainty that has been created. We also request the right to petition the HS1 link should the instruction be reversed prior to the next reading of The Bill.

General

17. Your Petitioners object to the powers that are proposed to be provided by the Bill to the Secretary of State and the Nominated Undertaker and respectfully submit that the Bill should be amended or undertakings should be required to be given so that HS2 Limited, the Secretary of State and/or the Nominated Undertaker must review the construction strategy for the project and its related works activities by putting weight on their cumulative impacts on area communities, and come forward with necessary changes arising from that review before works packages design and tendering strategies have been finalised.

18. 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.

19. 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 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.

Paul John Crosfield

Signed

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