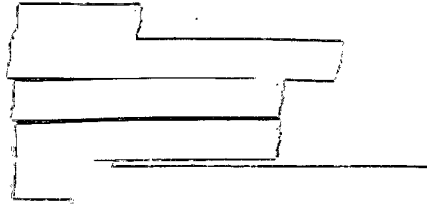


IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013-14

HIGH SPEED RAIL (LONDON-
WEST MIDLANDS) BILL

PETITION OF PENELOPE F JONES
AGAINST, By Counsel &c.

Mrs Penelope F. Jones

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IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) 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 Penelope F. Jones

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 and 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 Paterson, Secretary Edward Davey and Mr Robert Goodwill.
3. Clauses 1 to 35 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 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.
7. Your Petitioner is a 79 year old householder living in Flat 4, (ground floor) 17/19 Delancey St, London NW1 7NP part of a pleasant terrace of late 1840's terraced houses, one block southeast of the railway cutting at the confluence of Parkway, Mornington Terrace and Park Village East. A popular route to Regents' Park and the London Zoo. The flat has a rear balcony which overlooks westwards the middle block of Albert St where it intersects Delancey St. Please note that your Petitioner lived until January 2013 at 40 Albert Street, London NW1 7NU where she had lived for over 50 years, and so has an intimate knowledge of not just the immediate area, but also of Camden Town/Mornington Crescent from 1962. She has seen the area change from rooming houses to family homes with an increasingly cohesive community. Street parties and festivals have been a prominent part of the spirit of the area, which has includes, a large proportion of social housing and Camden Council owned terrace houses.
8. Your Petitioner and her rights, interests and property are injuriously affected by the Bill, to which your Petitioner objects for reasons, amongst others, hereinafter appearing.
9. At present there is a certain flow of one-way traffic using Delancey Street. Two buses run along it, with a stop c. 20 yards from my front window, where the road has been narrowed to one lane, and a fair amount of traffic passes at peak times. It is, strangely, not overly obtrusive, except for the odd motorcyclist, and police and ambulance sirens. During the night, and at weekends it is amazingly quiet and used only by local people, and pedestrians going towards Regents' Park and the Zoo. I rarely hear the existing railway except during periods (as above) when the street is quiet, and would expect some

increase in this noise should Euston become the London terminus for HS2 as at present envisaged.

The construction routes run along Parkway to the North and Mornington Crescent to the West. This scheme over a 10 year period will create noise and dust pollution, a huge disruption and increase in traffic both from construction lorries to displaced private cars, in Delancey and the adjoining streets. I suffer from mild emphysema, so for me, for other elderly residents, and for school children living or using these streets the health hazard will be mightily increased. As construction traffic is expected to use early mornings and possibly the night time, sleep deprivation also will be an inevitable problem.

This is the local area where I shop, take walks and meet friends. One of the major construction sites will be just at the western end of Delancey Street, by a newly erected block of flats, some listed buildings and the main route to Regents' Park and the Zoo, access to which will become more difficult and unpleasant, not only for us residents but for huge numbers of visitors. The whole area (which includes access to Camden Lock Market) is one of London's major tourist attractions, and will suffer appallingly, as will the income derived from this trade.

The use of Parkway and Camden High Street as major construction traffic routes, together with the rebuilding of both the Hampstead Road bridge and the Mornington Street Road bridge will cause major public transport dislocation, and make it more difficult for residents to access buses. Travel to and from the area will become much more difficult, and will change over the years of construction, causing confusion and delay to residents and visitors. Traffic will be diverted and forced up normally quiet streets. Streets where children play, pedestrians stroll and cyclists cycle.

The works will also impact on our ability to do our shopping in a pleasant and peaceful way. Cafes, pubs and greengrocers, especially in Parkway, and the High Street will no longer be able to put tables, or fresh produce outside their premises. Many may have to close.

A number of trees will have to be felled along Mornington Terrace and Park Village East and other streets. Also, to accommodate the increased traffic two or three young trees may have to go outside my house, in order to widen the road from a single lane.

Outside my immediate area I, and friends, often walk to Drummond Street to shop or have an Indian meal. St James's Gardens behind the Temperance Hospital has been a welcome spot to rest, and pass through; a beautifully peaceful oasis filled with wild flowers and mature trees as well as the tombs of so many famous men, artists, generals, including Moreland, Lord George Gordon, and Matthew Flinders. These gardens should have become a

protected green space long ago, but has at least survived – until now - when it is threatened with complete destruction.

The Camden Cutting Group, to which I belong, will be describing these nuisances in their petition. As will the Delancey Street Residents Association, and I endorse the points these groups make.

A final point which is a consideration is that if I should die before the end of the proposed works, my flat will be very difficult for my heirs to sell without loss, as my property does not come within the area of Safeguarding. Though obviously this will not worry me, it is a possible problem for my family. There is also the possibility that I shall have to go into a care home, when loss of capital might be a severe drawback.

10 Whereas Your Petitioner supports wholeheartedly plans for improving rail connections in the North and Midlands, and clearly more needs to be spent on those lines in the West, at present in danger of flooding due to increasing climate instability, I would like the inner London leg of the route to be rethought by the Government. Various alternatives have been advocated by a large number of experts which would cause far less disruption, nuisance, grief and danger and in addition would cost less to the taxpayers. HS2 has not carried out the surveys that it should have done to help estimate the likely origins and destinations of HS2 passengers. However it is probably correct to say that the majority of HS2 passengers will be travelling into central London. This does not mean though, that Euston is the most convenient interchange. One alternative is Old Oak Common, which is actively being put forward by it's Council, and is an area which needs development. The next five Crossrail stations east of Old Oak Common are Paddington, Bond Street, Tottenham Ct. Rd, Farringdon and Liverpool Street, all of which have good connections to other Underground lines, and three of them are connected to important railway lines as well. Most HS2 passengers would save time by changing at Old Oak Common rather than Euston. The few who would find Euston more convenient should find the time lost very insignificant. The savings in disruptions, cost and suffering far outweigh a very slight inconvenience for a small minority.

A Petition has been submitted by Stephen and Susan Plowden of 69 Albert Street, NW1 7LX which puts the case far better than Your Petitioner can and I would hope that your Committee has given it due consideration. Mr Plowden, together with Mr Tim Stockton, produced a paper setting out the case for a formal comparison of the options which was sent to the Government Minister responsible, in July last year, and which might be worth further study.

Your Petitioner respectfully submits that the Bill should be amended or undertakings should be required that HS2 Ltd, the Secretary of State and/or

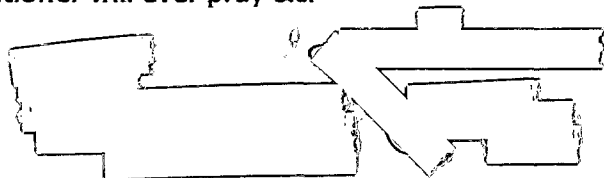
the Nominated Undertaker must review the construction strategy for the project and its related works by considering the cumulative impacts on communities. And they need to suggest necessary changes from the results of that review before works design and construction strategies have been finalised.

That for the foregoing and connected reasons your Petitioner respectfully submits that, unless the Bill is amended as proposed above, with a substitution for Euston as the London terminus for HS2, clauses in Schedule 1 so far affecting your Petitioner, should not be allowed to pass into law.

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

YOUR PETITIONER therefore humbly prays 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 Petitioner 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 Petitioner will ever pray &c.

A large, stylized handwritten signature in black ink, appearing to be 'Penelope Jones', written over a white rectangular area.

Signed Penelope Jones

IN PARLIAMENT

HOUSE OF COMMONS
SESSION 2013

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

PETITION OF *Mrs Penelope Jones*

Name:

Address:

Telephone:

Mobile:

E-Mail: