

PETITION AGAINST A PRIVATE BILL

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013–14

HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL

Against – on merits – Praying to be heard in Person

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

THE HUMBLE PETITION of SIMON PEARSON AND DIANE PEARSON 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 Iain Duncan Smith, Secretary Eric Pickles, Secretary Owen Paterson, 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 Underfaker") 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 Schedules 2 and 3 to the Bill.
7. Your Petitioners are a family who live in the Cantelowes ward of the Borough of Camden, they have lived at their current address at 26 Bartholomew Villas London NW5 2LL since 1986 and intend to remain residing there for the rest of their lives. Simon Pearson works for Network Rail at Euston Station and at Milton Keynes, Diane Pearson works for Camden Council at Crowndale Centre in Eversholt Street NW1 but will shortly move to 5 Pancras Square NW1. Their adult son Luke Pearson is disabled and works at several locations, Regis Road NW5, Highbury Grove N5, Holmes Road NW5, and attends college in Lisson Grove NW1. Their travel is all on foot, by bicycle, by bus, and travel out of London is mainly by train from Euston Station. Simon travels by Virgin Trains from Euston to Milton Keynes, the family travels frequently by Virgin Trains from Euston to holiday in mid-Wales.
8. Your Petitioners and their interests are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing.
9. Your Petitioners object to the proposed works because they adversely affect all the members of their family for the following reasons:
10. As stated above your Petitioners regularly and frequently cycle around Camden and Euston and most of the TfL-recommended cycle routes in the area are designated to become routes for construction traffic. This will inevitably cause those routes to become more dangerous for cyclists and the air quality will be seriously adversely affected. Examples of the designated cycle routes that they use which are affected are
 - Royal College Street (twice-daily commute)
 - Pancras Road
 - Camley Street (Diane's route to 5 Pancras Square)
 - Albert Road
 - Prince of Wales Road (Simon's route to church in Eton Road)
 - Cardington Street/Melton StreetCardington Street will be permanently closed, so cycle travel to the West End will be by the more dangerous Hampstead Road, which itself will be disrupted for the duration of the works.

11. Your Petitioner Simon attends church and is a member of the PCC at St Saviour's Church Eton Road NW3. This residential street will be a construction route and the noise dust and air pollution will seriously adversely affect the experience of Christian worship. (Also the experience of worship at Eton Road Synagogue).
12. Your Petitioners' son Luke volunteers for Camden Green Gym run by TCV at Adelaide Road nature reserve. This will become the site of a vent shaft, reducing the area of the reserve, probably preventing conservation work for the period of construction, and destroying the wild life of the reserve.
13. As stated above your Petitioner Simon works part of his time at Euston Station. Lunchtimes are often spent in St James's Gardens which will become the site of the western extension of Euston Station, so will no longer be available for public use. There are no other gardens in the immediate vicinity, the next nearest gardens are south of the Euston Road.
14. Eversholt Street already frequently exceeds EU recommended limits for several air pollutants which are going to increase significantly during rebuilding. Additionally, asbestos insulation was used in the construction of Euston Station in the early 1960s, although Network Rail keeps an asbestos register, records are poor and new locations of asbestos are being found, it is almost inevitable that locals such as your petitioners will be exposed to increased levels of asbestos in the air for the duration of demolition and alteration.
15. Due to the rebuilding of Euston Station your Petitioner Simon will be permanently located in Milton Keynes HQ of Network Rail. Journey times by Virgin Trains are 30 minutes, allowing for waiting and walking each end his working day will increase by 90-100 minutes. During construction, say for 10 years, there will inevitably be disruption to train times and frequencies will reduce. On completion the number of "classic" platforms at Euston will have reduced from the current 18 to the proposed 13, and many 125mph high-speed journeys will cease and many trains will be 100mph trains run by London Midland, considerably increasing journey times.
16. As stated above your Petitioners' family frequently (about once a month) travels to mid-Wales by Virgin Trains from Euston, connecting with Arriva Trains Wales at Birmingham or Crewe. For the duration of construction the journeys will be disrupted, and when new timetables are introduced there will be fewer "classic" trains. HS2 trains will not be available to them, as there is no connection at Birmingham (HS2 trains will terminate at Curzon Street not New Street) and there will be no connection at Crewe (the HS2 station in Crewe is likely to be at Basford Hall, south of the present station, which will not be accessible to Arriva Trains Wales). So their train journeys will be made considerably worse by HS2.
17. Many of your Petitioners' local journeys are by bus. Buses along Hampstead Road and Eversholt Street, eg 88, 134, 168, 253, which they use to access the

West End will be disrupted. Their son Luke's journey to Highbury Grove by 393 will be disrupted. As his work there is part-time it calls into question the feasibility of continuing that job.

18. Your Petitioners' local hospital is University College Hospital in Euston Road/Gower Street. The rebuilding of Hampstead Road bridge will disrupt that journey for many years, and in the event of needing an ambulance in emergency this could be life-threatening.
19. Most of your Petitioners' local shopping for groceries etc is done in Kentish Town Road. Due to this being a construction route this will be more dangerous, less pleasant, and because of difficulties of servicing shops the availability of goods is likely to worsen.
20. Your Petitioners use Prince of Wales Sports Centre and Talacre Sports Centre, both in Prince of Wales Road, which will be more dangerous and more polluted because of construction traffic.
21. 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. Specifically they consider that many of their objections set out above would be ameliorated by confining the reconstruction of Euston Station within its current boundaries and reducing or eliminating the use of roads in the Camden and Euston areas designated for construction traffic.
22. Your Petitioners request that HS2 Ltd adopt the design for Euston Station commonly known as Double Deck Down. This would enable the use of the disused sidings and depot to the east of Park Village East as the main construction and trans-shipping site and enable most removals of spoil etc and deliveries to be made by rail, so that at least some of the adverse effects on their daily lives would be lessened.
23. Your Petitioners request that until such time as a workable reconstruction scheme for Euston Station is agreed with the local community and the travelling public who would be affected by any scheme, that the HS2 scheme's southern terminus should be at Old Oak Common.
24. Your Petitioners further request that the need for vent shafts, specifically the vent shaft at Adelaide Road nature reserve, is thoroughly investigated, and would point out that the entire length of the Channel Tunnel is constructed without the need for vent shafts.

25. 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 Themselves 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 Simon Pearson



Signed Diane Pearson



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AGAINST &c.

