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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] [by Agent] [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 ELLIN STEIN

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 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 Schedules 2 and 3 to the Bill.
7. Your Petitioner is a resident of 1 Rona Road in the Mansfield Conservation Area, a designated Conservation Area since 1990. Your Petitioner is writing as an individual but also as a representative of the Mansfield Neighborhood Association, an organization formed to represent local interests, to improve the quality of life and to encourage informed consultation with appropriate authorities, which now comprises of some 60 active members. The Conservation Area is bounded by the London Overground line/Hampstead Heath to the north, the Gospel Oak Overground station to the east, the north sides of Mansfield and Fleet Roads to the south, and South End Green to the west. Between the east and west boundaries are eight one-block long streets, and the only way to access these streets is either by Savernake Road, a one-lane road with speed bumps, on the north side or by Mansfield Road to the south, a major east-west route. There are no alternatives. While demolition and associated construction traffic will not be in the MCA itself, your Petitioner, the entire MCA, and local merchants will be extremely adversely affected by the knock-on effects of the full or partial closure of Adelaide Road and surrounding streets and the sending as many as 100 HGVs a day up Haverstock Hill, making ingress and egress to and from the area via these roads extremely difficult during the construction of the Scheme.

8. Your Petitioner and her interests are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing.
9. 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 the full or partial closure of Adelaide Road, a major east-west through route, for approximately five years. Much of the traffic that usually goes down Adelaide Road will be displaced onto Mansfield Road, the nearest east-west route between Hampstead/Swiss Cottage and Kentish Town/Highgate. Mansfield Road can become extremely congested travelling west to east, often moving at speeds under 10 mph during the evening rush hour and the school run as it is. Even a partial displacement of normal Adelaide Road traffic onto Mansfield Road will mean this will be the norm throughout the day for the duration of the construction. Mansfield Road is served by one bus, the C11, which also travels along Haverstock Hill, England's Lane, and Adelaide Road, all of which will be disrupted by construction or lorry movements. The nearest Tube station is Haverstock Hill, a 20-minute walk away, much of it uphill. For mobility-impaired people the C11 provides their only access to shopping areas and the Tube, so the inevitable disruption to C11 service will have a large negative impact on their quality of life. Many students travelling to the three secondary schools on Highgate Road, as well as the two primary schools on Fleet Road and Mansfield Road, rely on the C11, so their journey to and from school will be negatively impacted as well. The increased volume of idling traffic will also have a negative impact on pollution levels for the streets leading off Mansfield Road.
10. Mansfield Road running west to east is accessed by a one-way system down Cressy Road, a very small road that encompasses the local London Ambulance station, and then down Agincourt Road. The Cressy Road turning into Agincourt is a choke point if Agincourt gets backed up due to a high volume of Mansfield Road traffic, and this will clearly impact ambulances leaving the station. Even the construction of a small traffic island and temporary traffic lights at the junction of Agincourt and Mansfield/Fleet Road caused huge tailbacks. In addition, Mansfield Road is the main west-east route for ambulances travelling from Highgate, Kentish Town, and Dartmouth Park to the Royal Free Hospital. The volume of traffic displaced onto Mansfield Road from the Adelaide Road construction may thus endanger lives.
11. The Scheme proposes to require 100 daily HGV journeys on the Haverstock Hill route. Haverstock Hill is the main north-south route for ambulances going to and from the Royal Free Hospital from Primrose Hill, Belsize, and Swiss Cottage, so this increased traffic volume may similarly endanger lives. There are many essential stores serving the MCA on Haverstock Hill (e.g. small supermarket, bank, dry cleaners, drug store, post office, several cafés). The HGV journeys and consequent increased traffic volume is likely to have a very

negative impact on the viability of these businesses. Their disappearance would consequently have a very negative impact on the MCA. As well, the Scheme proposes to send HGVs down England's Lane for five months. England's Lane is a small street lined with independent businesses where even a badly-parked car or two C11s trying to pass each other can cause a 15-minute traffic jam. Access to the street will be severely restricted with a very negative impact on local retailers. Therefore, a knock-on effect of the Scheme will be to create another clone high street, since only large chains will be able to weather the downturn in customers arising from the difficulty in reaching the stores while small independent retailers will be put out of business.

12. Your Petitioner objects 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, the London Ambulance Service and the Royal Free Hospital should be consulted about the effect the Adelaide Road closures will have on ambulance journey times and the impact on small local stores and the local economy should be taken into consideration, as should subjecting residents of the MCA to a constant stream of heavy traffic and heavy pollution for up to a decade.
13. As can be seen from the above, there are very many issues that need to be resolved in relation to the routing of the Scheme through such a built-up and heavily populated area as the Belsize, Kentish Town and Gospel Oak areas in particular and Camden in general if it is to meet all of your Petitioner's objectives and a significant period of time will need to be taken to do so satisfactorily. However, your Petitioner recognises that the Promoters wish to commence work on construction of the proposals in the Bill as soon as possible. Your Petitioner therefore considers, in order not to delay progress of the scheme, that the Bill should be amended to allow for at least a temporary London terminus station at Old Oak Common, thus avoiding an unacceptable level of disruption to a heavily-populated area. 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.
14. There are other clauses and provisions of the Bill 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 your Petitioner.

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 she may be heard by Themselves [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.

Signed Ellin Stein

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AGAINST &c.