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IN PARLIAMENT

HOUSE OF COMMONS

SESSION 2013–14

HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL

PETITION

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 STEPHEN GERALD COPLEY

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 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.

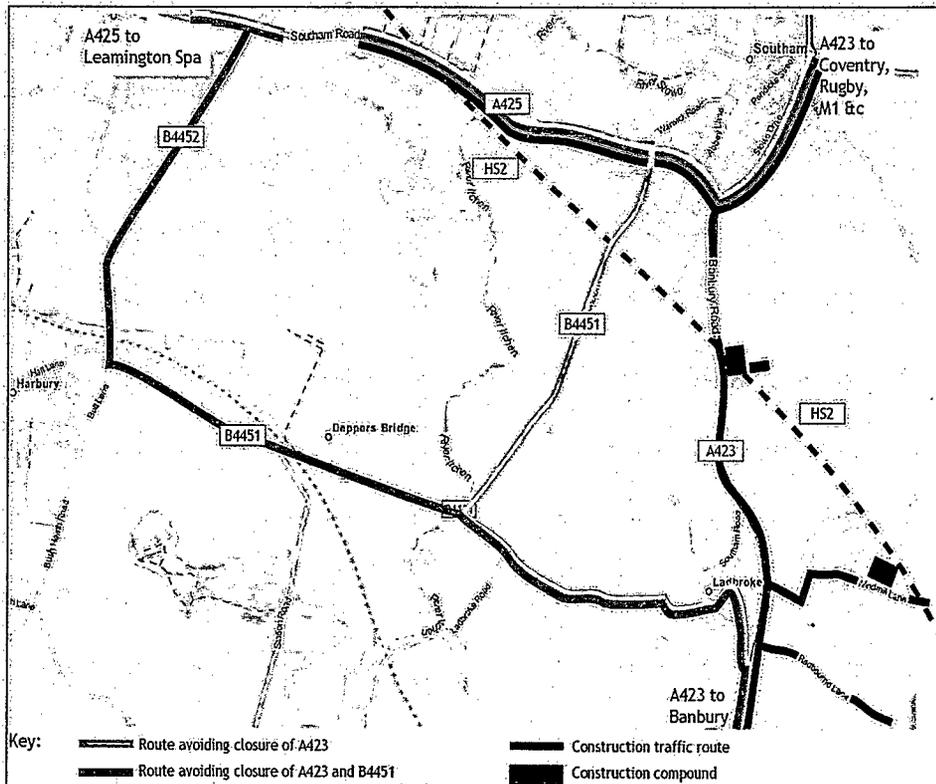
7. Your Petitioner lives at :-

The Croft, Ladbroke, Southam CV472BY. The house a Grade 11 listed property, in part approximately 500 years old, stands within 2 meters of the old Banbury Road, which passes through the village of Ladbroke. Stables, a barn and 5 acres of land utilised for equine use form a part of the property are located on the other side of the old Banbury Road.

8. Your Petitioner and their property are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing.
9. During Local Forums, Roadshows and other meeting with HS2 concerns with respect to the impact of non- construction traffic using the old Banbury Road through Ladbroke village as a 'rat run' to avoid congestion were discussed in detail. The concerns were reiterated in the responses to the Environmental Statement by the Petitioner, Ladbroke Parish Council, Ladbroke Action Group and Warwickshire County Council.

The works proposed to be undertaken by the Promoter, as described in the Environmental Statements, involve a number of major engineering works and significant increases in road haulage and works usage which will cause significant delays and disruption to traffic using the B423 Banbury Road, A425 Leamington Road and B4451. The impact of these works will be to divert non-construction traffic through the village road passing The Croft and other Grade 1 and Grade 11 Listed Buildings in the village. No attempt has been made by the Promoter to quantify the potential impacts of the increase in non-construction traffic using the old Banbury Road. Your Petitioner avers that the assessment by the Promoter as stated in section 12.4.1

of Volume 2 CFA 16 of the Promoters Phase1 Environmental Statement that construction will result in *'minimal significant diversion of traffic onto alternative routes'* within the Ladbroke village area is inaccurate and misleading and has led to the Promoter not considering proposals to ensure that the Ladbroke village road is not used as an alternative 'rat run' by non-construction traffic seeking to avoid disruption on the A423/A425/B4451 as a result of works undertaken by the Promoter.



10 Your Petitioner benefits from the provision of a by-pass to avoid traffic along the busy A423 Banbury to Rugby/Coventry/Warwick/ Leamington Spa route passing through Ladbroke village. The A423 Coventry to Banbury road is a designated feeder road for southbound M40 traffic and for traffic exiting the M40 for the north. The village road passes within two metres of your petitioner's house and separates your petitioner's house from adjacent land used for equine activities. The road is unsuitable for higher volumes of traffic being narrow and used by pedestrians and for equine activities. Increased traffic would result in safety issues, noise, emissions, congestion and disruption. There is also a risk of vibration damage to The Croft and other listed buildings in the village and serious risk of damage to bridges in the village.

The Promoters proposed high speed train route crosses three main roads in the Ladbroke area the A423 Banbury Rd, A425 Leamington Road and B4451. The construction of these crossings will create significant disruption to current transport flows for a period of up to 4 years. The A423 and A425 also form the main construction lorry route to/from the line including main construction access points

to the line directly onto the Ladbroke by-pass via Windmill Lane. In addition there is a main construction compound at Lower Radbourne Lane and other compounds on Windmill Lane and the A423 overpass. All these works are immediately adjacent to the village of Ladbroke and will significantly increase transport volumes in the immediate area of Ladbroke as confirmed in 12.4.16 of Vol 2 CFA 16 of the Phase 1 Environmental Statement.

The Promoter has identified the A423 (including Ladbroke by-pass) as a major construction haulage route for carriage of materials and spoil, increasing traffic volumes with resultant traffic delays and congestion. Traffic volume increases are given in 12.4.9 of the Vol 2 CFA16 of the Phase 1 Environmental Statement. Haulage traffic could potentially increase to a level of 500 heavy lorry haulage journeys per day throughout the construction period.

11. Your petitioner seeks that HS2 Limited be required to properly evaluate the impact of their proposed works on the non- construction traffic using the old Banbury Road and other village roads.

Your petitioner seeks an undertaking to require the promoter to work with the relevant agencies; Warwickshire County Council, Stratford District Council and Ladbroke Parish Council in order to put in place measures, in the form of a Traffic Management plan, that ensure that the old Banbury Road and other village roads are not used as a 'rat run' by non-construction traffic seeking to avoid congestion and delay resulting from the works undertaken by the Promoter during the four year construction period.

Such Traffic Management Plan to include, as appropriate, weight limit and access only signage, speed bumps and single lane entry/exit barriers at the access points to the village to be funded by the Promoter.

An Undertaking that where construction on the A423 and A425 results in restricted road access necessitating traffic light systems to be installed they will be positioned in a manner which eliminates the option of traffic diverting through the village access points.

In the event that despite these undertakings an increase in non- construction traffic arises then an undertaking be provided that the Promoter be responsible for the cost of repair to The Croft and other properties in the village with appropriate compensation relating to subsidence or vibration damage arising from the increased traffic usage. Further that undertakings be given that the promoter be responsible for costs and compensation arising from accidents involving vehicles and/or persons arising from the increase in traffic.

12. For the foregoing and connected reasons your Petitioner respectfully submits that, unless the Bill is amended as proposed above, so far affecting your Petitioner, should not be allowed to pass into law.

13. There are other clauses and provisions of the Bill which, if passed into law as they now stand will prejudicially affect your Petitioner and their 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 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.

Signed

STEPHEN GERALD COPLEY

BACKSHEET:

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PETITION OF [INSERT DETAILS]

Against the Bill – On Merits – By Counsel