

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

Against – on Merits – [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 the Governing Body of Little Kingshill Combined School

SHEWETH as follows:-

- 1 A Bill (hereinafter referred to as “the bill”) has been introduced and is now pending in your honourable House intituled “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.
- 3 The works proposed to be authorised by the Bill (“the Authorised Works”) are specified in clauses 1 and 2 of and Schedule 1 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 the Bill.
- 4 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.
- 5 Clauses 37 to 42 of the Bill deal with the regulatory regime for the railway.
- 6 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.
- 7 Your Petitioners are the Governing Body of Little Kingshill Combined School, located in the village of Little Kingshill, on the south side of Windsor Lane with a separate nursery on the north side of the road. Little Kingshill School was judged to be an outstanding school by Ofsted at its last inspection in November 2011. The school takes children from 4 to 11 years and the nursery takes pre-school age children from 3 to 4 years. Currently the school has 203 pupils and the nursery 38 pupils. There are 30 members of staff plus peripatetic specialists. The official school day runs from 8.45 am to 3.15pm with gates opening at 8.35 am. The nursery runs from 8.45 am to 11.45am with drop off and pick up times before and after these times respectively. Breakfast club and after school care extend the school day five days/week for some pupils from 7.30 am to 5.15pm. Nursery pupils regularly participate in main school activities and this necessitates very young children and

- accompanying staff crossing Windsor Lane at different times during the school day. The school offers after school clubs most days. Typically these end at 4.15/4.30 pm. Each week 36 year 4 pupils leave from and return to the school by coach for the purpose of taking swimming lessons at Chesham pool using the A413 and B485. On many other occasions, other year groups travel to and from the school on organised trips by coach usually using the A413.
- 8 Little Kingshill School lies in close proximity to the A413 and the B485 both of which roads are proposed to be used under the Bill as routes for construction traffic and which are currently used by some parents, pupils, staff and other key visitors to access Windsor Lane. Windsor Lane is accessed from the A413 by two narrow lanes. Nags Head Lane and Deep Mill Lane and these lanes are used by parents and others accessing and leaving the school from different directions.
 - 9 Deep Mill Lane has a weight restriction of 7.5 tonnes and has no pavement. Nags Head Lane has no pavement along most of its length (west of Sylvia Close). Both lanes have sections where either geometry or parked cars restrict the width to single lane traffic only. For much of its length, Nags Head Lane is bordered on both sides by ancient hedges with poor forward visibility in places. At its northern end it provides access to minor residential roads and modern houses. Thereafter it assumes its truly rural character. With a narrow width it is bordered on both sides with high banks topped by hedges. Part of Nags head Lane between the stud-farm egress and Nairdwood Lane is officially designated as part of The Chiltern Heritage Way walking route.
 - 10 Nags Head Lane, in addition to serving the access needs of its many residents and the villagers of Prestwood and Great Missenden has become a popular cut-through for motorists travelling from the A413 to High Wycombe. The volume and speed of traffic can be hazardous for pedestrians, cyclists and horse-riders. The existence of a stud farm with riding stables for which the only vehicular access is from Nags Head Lane results in a significant volume of both horse rider and horse-box traffic on this lane. Your petitioners are very concerned that these roads do not become more congested with either construction vehicles or short cutting motorists frustrated by delays on the A413.
 - 11 Little Kingshill is very poorly served by public transport and although the school operates and regularly updates its school travel plan and encourages sustainable travel modes, the majority of children arrive and leave by car. As a result, a long stretch of Windsor Lane (from Meadow Cottages and beyond to the east and from Selby Cottages to the west) is lined with parked cars during the morning peak and then for about 45 minutes around 3pm. This restricts a major part of the road to single file traffic. Gridlock is a frequent event and the soft verges on the south side of the road are frequently damaged. Incidents occur including damage to private drives with police involvement from time to time.
 - 12 Your Petitioners and their rights and interests are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing.
 - 13 The Environmental Statement (ES) Volume 2 CFA9 predicts that:

Construction of the Proposed Scheme will result in increased traffic flows from workers and construction vehicles accessing compounds and also temporary road closures and diversions. (12.4.12)

and that:

Increased traffic during the most intensive periods of construction will cause additional traffic congestion and delay at a number of junctions in the area including at the A413 London Road with A4128 Link Road; A413 London Road with B485 Frith

Hill; B485 Frith Hill/Chesham Road with Frith Hill; King's Lane with Frith Hill/Ballinger Road and Potter Row; B485 Chesham Road with King's Lane and B485 Chesham Road with Hyde Heath Road. (12.4.29)

- 14 It is estimated that the construction sites feeding onto the B485 and onto the A413, between Little Missenden and the SE corner of Wendover for example, will generate 1270 HGV and 3800 LGV movements per day. Anticipated congestion is highly likely to encourage motorists onto alternative routes including lanes and roads close to the school.
- 15 Regarding construction traffic, your petitioners propose that measures are put in place to prevent HGVs using Nags Head, Deep Mill and Windsor Lanes at any time under any circumstances due to the increased congestion and danger that may impact on the health and safety of staff, visitors, parents and pupils at the school given the conditions that already persist during the morning peak hour and after school period. Your petitioners note that currently bullet point 4 of paragraph 12.4.1 of the CFA reports nos. 8 and 9 that HGV routeing along the strategic road network will happen '*as far as reasonably practical*'. This does not go far enough and should be upgraded to a firmer commitment/guarantee supported by a scheme of signage and CCTV located on the A413 in particular, so that not only are HGV drivers especially aware of the restrictions but also that surveillance is in place to ensure compliance.
- 16 Your petitioners also respectfully propose that the Proposal's scheme for the management of construction traffic, in particular with regard to HGVs, should give serious consideration to term time phasing such that HGV construction traffic on the designated routes avoids peak school pick up and drop off periods. This would benefit not only Little Kingshill School but also other nearby infant and primary schools as well as the secondary schools where pupils rely on home to school transport provided by the county council.
- 17 Your petitioners propose that these suggestions should form an integral part of a binding management plan between HS2 and the relevant local authorities and should, where relevant, be included in the proposed local environmental management plans.
- 18 Regarding construction workers' traffic, your petitioners note that large numbers of construction workers are anticipated, in particular, in connection with the local vent shafts at Little Missenden and Amersham – between 30 and 60 workers at the Amersham vent shaft satellite compound. It is stated that here will be 30 workers each day throughout much of the civil engineering works period rising to 60 in the peaks. The Little Missenden site will be busier – supporting approximately 30 workers each day throughout much of the civil engineering works period, increasing to a maximum of approximately 65 workers each day during the peak period of activity; the construction compound will also support approximately 20 workers each day throughout much of the rail systems installations works period, increasing to a maximum of approximately 45 workers during the peak period of activity. (CFA reports 8 and 9). Despite the fact that on site compound accommodation is proposed, workers' car movements will be difficult to control.
- 19 In this respect, your petitioners note Annex A to report TR-001-000, which is a Framework Travel Plan (FTP), outlines a number of measures for reducing the impact of construction workers' cars on the highway network. Paragraph 4.11.4 recommends annual FTP monitoring. Your petitioners propose, in view of the substantial volumes of traffic anticipated, that this is inadequate and that monitoring should take place quarterly by each contractor's Travel Plan Co-ordinator, to ensure that trends are picked up and acted upon promptly in conjunction with the highways authority with a view to reducing impact on local roads. The umbrella travel plan and related construction workers travel plans should provide a point of contact for registered interested parties so that any concerns can be quickly raised with the relevant managing authority.

- 20 Frequent reference is made in the Proposal to the use of public transport but neither the Amersham nor the Little Missenden vents are accessible by train and the bus service is scanty. Alternative modes of transport to the private car will be difficult to promote in the Amersham and Chalfont and Central Chilterns area. Operating core working hours that coincide with the availability of public transport as suggested in paragraph 3.6.2 of the FTP will either be very difficult or completely impractical in some areas, so thought needs to be given to alternatives, including shuttle buses to and from stations or other transport hubs and such measures should be built into individual Travel Plans when finalised.
- 21 Once an initial period of monitoring has established travel pattern habits, preferred routes, shortcuts and trends, your petitioners request that consideration is given to co-operation with Bucks County Highways Authority for the introduction of reduced speed limits in Windsor Lane, especially near the school, as may be appropriate to deal with the significant number of motorists likely to be seeking shortcuts that avoid areas of anticipated major adverse impacts in terms of congestion and delays on the strategic construction traffic routes near to the school. These motorists may not have a connection with the village, will be frustrated by delays and may exceed the existing speed limits as a result with possible consequences for the health and safety of the school community.
- 22 For the foregoing and connected reasons, your Petitioners respectfully submit that, unless the relevant clauses of the Bill are amended as proposed above, so far as it affects your Petitioners, it should not be allowed to pass into law.
- 23 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 and interests 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 their Counsel, Agents and witnesses in support of the allegations of this Petition against so much of the Bill as affects the 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 Petitioners in the premises as your Honourable House shall deem meet.

AND your Petitioners will ever pray, &c.

Signatures of Petitioners in person:
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BACK SHEET

IN PARLIAMENT
HOUSE OF COMMONS
SESSION [2013–14] [2014–15]

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

PETITION OF: The Governing Body Of Little Kingshill Combined School

AGAINST, By Counsel, &c.

Names of Petitioners in Person:

Adrienne Hill on behalf of the Governing Body of Little Kingshill Combined School

Address:

Post code:

Telephone:

Mobile:

E-mail address: