

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013-14

HIGH SPEED RAIL (LONDON-WESTMIDLANDS) 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 Kathryn Gemmell on behalf of the NORTH CAMDEN TOWN NEIGHBOURHOOD FORUM

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 Ian Duncan Smith, Secretary Eric Pickles, Secretary Owen Peterson, 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 schedule 2 and 3 to the Bill

7. Your Petitioner is a resident within and chair of the North Camden Town Neighbourhood Forum steering group, on whose behalf she is petitioning. NCTNF is currently being established in the London Borough of Camden under the arrangements for Localism Act 2011. The NCTNF boundary includes many of the areas that will be affected by the construction traffic during the planned construction period of the Scheme. The purpose of the Forum is to create a Neighbourhood Plan for North Camden Town and to reflect the geographic, social and commercial aspects of the area in which the Scheme will create major disruption over the 9 years of proposed construction.
8. Your Petitioners and their interests are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing.
9. The HS2 Scheme is an issue for the residents of the North Camden Town Neighbourhood Forum because
 - 9.1 A number of work sites with large cranes close to residential areas potentially working on a continuous basis (ie 24 hours per day) during track possessions (over 160 planned)
 - 9.2 Many HGV movements on local streets including narrow residential streets servicing the work sites and expected to require loss of residents parking.
 - 9.3 Prolonged congestion over 9 years caused by road closures and hundreds of extra HGVs on through roads adding to already excessive air pollution (Camden High St, Chalk Farm Road and Kentish Town Road all estimated by HS2 to increase NO2 emissions in locations already in excess of air quality standards)
 - 9.4 If the HS2/HS1 Link is not removed the the closure of both through roads and access roads during closure for bridge replacement prevents residents driving or walking to and from their homes. Isolation from Camden Town and Central London during the planned closures of Camden Street and Kentish Town Road with no proposed mitigating traffic flow offered by HS2
 - 9.5 Loss of Public transport particularly bus services for up to 8 months at a time during bridge replacement and rail services on the Overground during track possessions (currently carrying 50,000 passengers per day)
 - 9.6 Increased traffic and congestion impeding emergency vehicles and access to hospitals
10. Your Petitioners would like the Select committee to require the Bill to be amended as follows to overcome our concerns with the scheme
 - 10.1. The decision of Mr Secretary McLoughlin to cancel the Scheme to use the North London Line Viaduct for an HS1-HS2 link and release the safeguarding for that section should be confirmed by amendment of the Bill
 - 10.2. If a direct HS1-HS2 link is to be provided the select Committee should require this is to be provided using classic compatible rolling stock operating on the existing track
 - 10.3. If a High Speed direct HS1-HS2 link for European Gauge rolling-stock is to be provided the select Committee should require this to be tunnelled throughout its length from Old Oak Common to Stratford International

10.4. The Select Committee is asked to amend the Bill to require the scheme to mitigate the adverse impact on air quality and traffic congestion by requiring all equipment and materials to and from construction sites to be transported by Rail and not by Road

10.5. The Select Committee is asked to amend the Bill to require the Scheme to end at Old Oak Common until more comprehensive proposals for the redevelopment of Euston have been established, working with the rail industry and local community. As a result of the Government's response to HS2 Plus, your petitioners reserve their position in general on Euston Station

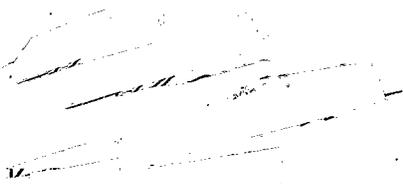
10.6. The Select Committee is asked to amend the Bill to require the Adelaide Road vent shaft to be relocated to the unused railway lands triangle behind the Roundhouse building on Chalk Farm Road

11. 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 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 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:



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On behalf of the