

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

Petition against the Bill - on merits - Praying to be heard by Counsel Etc.

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

The humble petition of **THE WEST LONDON LINE GROUP**

SHEWETH as follows:

1.

A Bill (hereinafter referred to as "the Bill") has been introduced and is now pending in your Right 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

Relevant Clauses of the Bill

3.

The West London Line Group wishes to ensure that the provisions of the Bill will allow the following:-

1. The HS2 line, stations, depots and other infrastructure, including connections to the existing rail network, to be built to accommodate double-deck passenger and Continental-gauge freight trains, with frequent facing and trailing crossovers, bi-directional signaling and sufficient space between the running tracks throughout, so as to ensure efficient and safe single-line working during periods of disruption.
2. Up to three intermediate stations on the HS2 route between Old Oak Common and Birmingham International to be provided and served by HS2 trains. These stations, with passing loops to allow faster trains to pass slower ones, should either be opened upon or soon after the opening of HS2 (Phase 1) or at a later time. Suggested locations for these are near the Chiltern Ridge, Claydon (for the East West Rail link), and North Warwickshire.
3. Another intermediate station in the Denham area on the HS2 axis to be provided to allow (i) direct Crossrail services between Denham, Old Oak Common, the West End, City and Docklands and (ii) HS2 services between Denham and Birmingham and beyond.
4. Alterations to be made to the existing rail infrastructure to ensure that, as soon as possible and before HS2 Phase 1 is open, in the Old Oak Common area:-
 - a) The route of the West London Line is altered so that (i) it can be served by no fewer than four 12-car platforms and (ii) passengers have minimum walking times and easy access between the West London Line and all the other lines and axes at Old Oak Common.
 - b) The route of the North London Line is altered so that (i) it can be served by no fewer than two 10-car platforms and (ii) passengers have minimum walking times and easy access between the North London Line and all the other lines and axes at Old Oak Common.
 - c) The HS2 lines from Birmingham are physically linked to the West London Line to Clapham Junction in both directions to allow through trains between HS2 and HS1 via the West London Line, Brighton Main Line and the Redhill – Tonbridge – Ashford Line.

- d) The altered route of the West London Line from Clapham Junction is physically linked to the Dudding Hill Line and the West Coast Main Line in both directions to allow through trains between Clapham Junction and (i) the Midland Main Line and (ii) the West Coast Main Line.
 - e) The altered route of the North London Line from Richmond remains physically linked to the existing network to allow through trains between Richmond and (i) the Midland Main Line and (ii) the West Coast Main Line.
 - f) Crossrail trains from Denham on the HS2 lines can directly reach Crossrail tracks to Central London and vice versa.
5. Full funding for all the above from within the HS2 (Phase 1) budgets, as they are required for the efficient functioning of HS2 from the outset to generate maximum benefit for users of the UK rail network.

Your petitioner

4.

Your Petitioner is a passenger support group representing the travel interests of rail and Underground users, primarily at all stations on the West London Line between Clapham Junction and Willesden Junction, but also on the extended corridors between Brighton and Birmingham and the North London Line between Willesden Junction and Stratford. As such, we believe that we are a body that meets the criteria of Standing Order 117 (2) in that we sufficiently represent the travel interests of users of stations on the West London Line users whose interests will be affected if the above are not allowed within the provisions in the Bill.

Your Petitioner's concerns

5.

The West London Line Group (referred to below as, "the Group") is concerned specifically about the need for the provisions of the Bill to accommodate the items noted above at paragraphs 1 to 5 of part 3 of this Petition, because, were it to be otherwise enacted, :-

- (a) it would not fulfil its potential as major piece of national infrastructure to bring as much benefit as possible to as many people as possible in the UK and abroad, including users of the West London Line;
- (b) it, and the infrastructure thereby permitted, would not accommodate the appropriate margin above forecasts in the ever-increasing demands for rail passenger and freight services;
- (c) it would not provide for the optimum financial and social benefits achievable through the construction and operation of HS2;
- (d) it would not take full advantage of the Government's revised stance away from speed and shortest possible journey times between key cities to the more recent priority of capacity building across the rail network and particularly in the West Coast Main Line corridor;
- (e) it would not properly respond to the need for good rail connectivity and integration;
- (f) the lack of the suggested intermediate stations would deny;-
 - i. many people access to this major infrastructure development of potentially significant advantage to them, while causing many of them considerable distress, domestic disruption, financial and amenity loss;
 - ii. the operator of HS2 the ability to increase its potential market of c.10 million people (8 million in London and 2 million in Birmingham) by about 13%, representing the estimated total populations in the 17 main centres between London and Birmingham;
 - iii. these centres economic benefits arising from being close to an HS2 station;
 - iv. many people, including West London Line users, swift access by HS2 to these centres and other areas close to the HS2 stations whose locations are suggested above, with the numbers of these people increasing across the country upon the completion of each phase of HS2 and upon those of phases of other possible High Speed lines;

(g) the lack of sufficiently large and proximate interchange facilities and proper physical rail connections at Old Oak Common would:-

- i. not allow HS2 to serve and be served by its London-based markets, through insufficient encouragement of HS2 passenger arrival/dispersal via local rail facilities at Old Oak Common and thereby not reducing pressure to be caused by HS2 at Euston (particularly when its Phase 2 is operational) especially for joining, alighting and through passengers on the five London Underground lines there;
- ii. not allow development of an HS2 – HS1 direct link via the West London Line, Clapham Junction, East Croydon, Merstham, Tonbridge and Ashford. This would deny the social and financial advantages of:-
 - a) linking the two High Speed networks together with through trains between the Continent and the rest of the UK;
 - b) bringing both High Speed networks closer to a large swathe of potential users in South and South West London, Gatwick Airport and across the whole of southern England from Devon to Kent;
 - c) supporting the outlay of a relief rail line for the Brighton Main Line between Clapham Junction and the North Downs;
- iii. hinder the development of other rail links across London and the South-East, particularly for airports to help meet future air travel demand, for example:-
 - o North and West London – Old Oak Common – Birmingham International;
 - o Guildford – Clapham Junction – Old Oak Common – Luton/Bedford; and
 - o Basingstoke – Hounslow – Old Oak Common – Stansted.

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, etc.

Chairman
West London Line Group

22 May 2014

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013-14

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