

IN PARLIAMENT
HOUSE OF
COMMONS
SESSION
2013 - 2014

HIGH SPEED RAIL (LONDON TO WEST MIDLANDS) 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 Colin St Johnston

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, 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 ("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.
7. Your Petitioner is Colin St Johnston.

I live in Primrose Hill in the borough of Camden. Instead of using Old Oak Common as a connection point, the planned route goes right through our area at enormous extra cost. The process of building this less than adequate connection will cause huge damage to the area, a long term loss of jobs, and traffic jams for many years.

- 1 Your Petitioners strongly support the letter of 14 May 2014 from Hilary Wharf of the HS2 Action Alliance to Robert Syms MP, Chair of High Speed Rail (London-West Midlands) Bill Select Committee, on the hearing of petitions.
- 2 Your Petitioners share the concern of the HS2 Action Alliance about technical advice to the Select Committee, expressed on page 3 of this letter:

We are concerned that the proposer might be used as a source of technical advice, conducting briefing for the Committee on particular topics.

We would certainly be considerably more comfortable if the Committee procured its own independent advice, especially as some points that will be petitioned concern the methodology developed by HS2 Ltd.

In our view there would be advantages in moving away from an adversarial system, with opposing parties presenting evidence, in favour of the Committee obtaining an independent peer review of the evidence. This may be a fairer process, particularly where the individual petitioner lacks the expertise or resources to best present the case. The Committee might also appoint an advocate to act for the Committee and test the evidence being presented to them by the Promoter and the petitioner. For the Thames Tunnel, the Planning Inspectorate appointed a leading QC to carry out this process.

- 3 Your Petitioners strongly pray your honourable House to procure independent advice in assessing technical matters, rather than relying on advice provided by the Proposer. Such independent advice should also not come from either Network Rail or Transport for London, whose interests in the Bill are conflicted.

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 such of the clauses and provisions of the Bill as affect 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

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SIGNED IN PARLIAMENT

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PETITION OF Colin St Johnston

AGAINST, By counsel, &c

NAME

ADDRESS

EMAIL €

LAND LINE