

IN PARLIAMENT  
HOUSE OF COMMONS  
SESSION 2013-14

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 Dan Byles MP

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 of 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, trees and noise. They include clauses which would disapply and modify various enactments relating to special categories of land including burial grounds, consecrated lands, 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 (“Phase One of HS2”) are specified in clauses 1 and 2 of an 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 Schedules 2 and 3 to the Bill.
7. Your Petitioner is Daniel Byles, the Member of Parliament for North Warwickshire. Your petitioner’s main function is to represent the constituents of North Warwickshire and seek redress for their grievances.
8. Your Petitioner and their interests are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing. Your petitioner is petitioning under Standing Order 96 as an inhabitant of the Warwickshire County Council local authority area through working and running an office within said local authority area.
9. The high speed rail route proposed by this Bill will pass through North Warwickshire from the south near Packington, and then passes the town of Coleshill. At this point, near the village of Gilson, the Bill includes provision for a spur into Birmingham past the village of Water Orton. The route then continues north towards Junction 9 of the M42 where there is a spur near the Kingsbury Road, A4097, intended for use as part of the future Phase 2 of the scheme. A late addition to the bill was provision for a large railhead, also near to the Kingsbury Road.
10. The substance of this Bill undoubtedly adds up to a considerable level of development within the constituency of North Warwickshire. Despite this HS2 Ltd and the Department for Transport have not provided adequate resources to complete the preparatory work and public engagement in this area in a satisfactory fashion. This is despite the constituency of North Warwickshire being the most impacted area outside of London. HS2 Ltd have admitted that they have been trying to catch up in this area since the announcement of the proposals in 2010; however resources have never been put in place to fully address local issues.
11. Your Petitioner is aware that another petition has been submitted by the Middleton Action Group. I request that the committee listen very seriously to this group who have made every effort to engage with HS2 Ltd for four years, and work on reasonable mitigation proposals have been stymied at every opportunity. HS2 Ltd has failed to answer their concerns from the community forums and have failed to address the issues of the village.
12. Your Petitioner is also aware that another petition has been submitted by the Water Orton Action Group and another by Coleshill Action Group. I request that the

committee, again, listen seriously to these groups for the same reasons as apply to Middleton Action Group. These three action groups have met with HS2 Ltd engineers throughout the four years but have never had their questions answered, nor have they had proper justification of the projected costs which were used to deny their mitigation proposals. When the action groups on Phase 1 of the scheme in North Warwickshire were forced to use the Freedom of Information Act to receive information, the figures they received were inaccurate or incomplete.

13. Your Petitioner is aware of another petition by residents of the Kingsbury Road, affected by the Kingsbury Road railhead. This is a case of particular concern; the proposals included within the Bill were only first raised in September 2013. At this stage these residents had tried for four years to be part of the HS2 process; however they were informed that they would be part of next phase and their cases could not be discussed. These residents were subsequently included in Phase 1, but unfortunately this was after the programme of Community Forums and so these residents could not engage with the process. Moreover the spur along the A4097 Kingsbury Road has never been consulted on or been safeguarded.
14. Your Petitioner is aware of many other constituents who have been communicated with poorly by HS2 Ltd. These include constituents who have had important letters sent to the wrong address and one constituent who found out that her home was under the proposed Kingsbury Road railhead when she saw a map at a consultation event.
15. I urge the committee to look at the petitions from constituents of North Warwickshire with special care and attention, as they have been let down through the process so far despite being direly impacted by the provisions of the Bill.
16. For the foregoing and connected reasons your Petitioner respectfully submits that, unless the Bill is amended in the ways proposed by other Petitioners the Bill should not be allowed to pass into law.
17. There are other clauses and provisions of the Bill which, if pass into law as they now stand will prejudicially affect your Petitioner and their interests for which no adequate provision is made to protect your Petitioner and others in North Warwickshire.

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 affect the 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 Petition in the premises as your Honourable House shall deem meet.

AND your Petitioners will ever pray, &c

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North Warwickshire

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PETITION OF DANIEL BYLES MP

AGAINST, By Council, &c.

Daniel Byles MP

