

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

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 Andrew David Copping and Julia Jane Copping

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 Andrew David Copping and Julia Jane Copping

8 Your Petitioners and their rights and interests are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing.

9 Your Petitioners object to the bill because your Petitioners' property is located in close proximity to the A413 and the B485, roads which are regularly used by your Petitioners. Both these roads are proposed to be used under the Bill as routes for construction traffic. The Environmental Statement 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)

Your Petitioners also use roads which are identified in the Environmental Statement Non-technical Summary as being affected by traffic congestion: numerous junctions with the A413 in CFA8 around Amersham and in CFA10 (p.93) between Great Missenden and Wendover. In addition, in CFA11 (p.100) delays are predicted on the A4010 Risborough Road and A4010 Stoke Mandeville Bypass, resulting in difficulty accessing Stoke Mandeville Hospital which houses the accident and emergency department for the locality.

Your petitioners use the aforementioned roads regularly to access shops and services in Great Missenden, Amersham, Chesham, Wendover and Aylesbury, visit friends in South Heath and Hyde Heath, and to get to Stoke Mandeville Hospital.

Your Petitioners also travel daily, along the A413 to reach their places of work. One travels to Harefield Hospital and has a professional clinical role there. The other travels to access train stations for routes into London.

One of your Petitioner's is also part of a local NHS health education team regularly visiting local venues and providing a clinical education service. Access to these venues will be impacted on by the suggested road closures, increase in construction traffic, and potential alterations to traffic flow. This will have a huge impact on health service delivery and ease of access for patients too. It will have an impact on patient care.

The traffic congestion, estimated to last for the seven years of construction of the high-speed railway, will cause delays to your Petitioners, making it difficult to get to work and other appointments on time, increasing the cost of journeys and the time taken to access services and get to friends and relatives.

At present, some of the local roads are not fit for purpose so would not be able to cope with the marked increase in construction traffic.

The HS2 scheme will have a real and significant financial impact upon your Petitioners and is of grave concern. Since 2008 neither of your Petitioners have had a pay increase in line with inflation. Added costs of fuel consumption and increased wear and tear on private vehicles (due to delays caused by construction work) may well run into thousands of pounds. Your Petitioners will find it extremely difficult to afford this extra expense. One of

your Petitioners has to retire from their current employment in March 2015. Both Petitioners had planned for this event for many years but have not had the time to make sufficient plans to cope with the negative financial impact that the HS2 and its construction will bring to them. The potential difficulties with road closures will add to the reliability and ease of accessing new work. There has already been a negative effect on house prices which will have implications for your Petitioners when selling their property; consequently they will not be able to reduce their mortgage which will mean greater financial hardship.

Your Petitioners are also concerned that the Bill does not guarantee that construction traffic will be kept out of Little Kingshill. If no such guarantee is given, your Petitioners will be subjected to the noise and increased air pollution associated with construction vehicles and other vehicles using the roads in the village as rat runs to escape traffic congestion on the A413. Such a development would cause annoyance, and once again increase potential health issues and road safety.

In addition to traffic congestion, your Petitioners note that Public Rights of Way will also be impacted by the Bill. The Environmental Statement Volume 2 CFA9 states that:

There will be minor adverse effects on non-motorised users due to increased travel distance from eight PRoW and two road diversions for a period of up to two years at GMI/79/1 & 2, GMI/12/1 (footpath), Frith Hill, GMI/80/1 (footpath), GMI/23/6, GMI/28/1 & 2 (footpath), GMI/33/3 (footpath) and Hyde Lane. The majority of the diversions are between 100 and 400m in length, apart from the diversions at GMI/33/3 (footpath) of 750m and Hyde Lane of 900m. There will be a moderate adverse effects due to the diversion of LMI/17/2 (footpath) by approximately 1.5km for a period of up to a year. (12.4.22)

Temporary closure and associated diversion of nine PRoW and two roads (GMI/79/1 & 2, GMI/12/1, Frith Hill, GMI/80/1, GMI/23/6, GMI/28/1 & 2, GMI/33/3, Hyde Lane and LMI/17/2), during construction will affect non-motorised users due to the increased travel distances required by associated diversions. (12.4.32)

There will be minor adverse effects on non-motorised users due to increased travel distance resulting from the permanent realignment of eight PRoW and two roads at GMI/2/1 (footpath), GMI/13/3 (footpath), King's Lane, GMI/33/4 (footpath), GMI/33/2, GMI/33/3 (footpath), B485 Chesham Road, GMI/27/1 (footpath), GMI/23/7 (footpath), LMI/21/1 (footpath). The majority of realignments are less than 400m in length, apart from GMI/2/1 (footpath) at 550m, LMI/21/1 (footpath) and GMI/23/7 (footpath) at 700m and GMI/13/3 (footpath) at 750m. (12.5.8)

As a resident of the Chilterns Area of Outstanding Natural Beauty, your Petitioners enjoy its peace and tranquillity when walking daily for exercise and recreation with family and their dog along the Public Rights of Way (PoRW) in the area. Your Petitioners are dismayed that so many of these PoRW will be disrupted by the Bill during construction of the high-speed railway, making it difficult to use them; during operation of the railway your Petitioners will no longer want to use them because of the noise from up to thirty-six passing trains per hour.

- 10 Your Petitioners propose that the Bill is amended to provide the longest possible fully bored tunnel under the Chilterns Area of Outstanding Natural Beauty, which would remove the majority, if not all, of the construction traffic from the roads that will otherwise be affected by traffic congestion, and would prevent disruption to the aforementioned Public Rights of Way,

thus preserving the peace and tranquillity of the area. The provision of such a fully bored tunnel would satisfy all the objections of your Petitioners to the Bill.

Your Petitioners request that the current property compensation arrangements are independently reviewed, to make full and fair compensation immediately available to anyone who has a need to move from a blighted property, irrespective of distance from the centre of the line. Currently, HS2 Ltd. is the sole arbiter of decisions about exceptional hardship or need to sell, and so far has not been sympathetic to genuine need. There should be independent scrutiny of such decisions and HS2 Ltd., with its vested interest, should be excluded from the process. If there are insufficient funds in the HS2 budget to provide full compensation to every blighted household, the project should be abandoned. Affected property owners should not be expected to put their lives and careers on hold, trapped for years in unsaleable houses, or to subsidise the project by accepting substantial financial losses if they are able to sell.

- 11 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.

- 12 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

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HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

PETITION OF: Andrew David Copping and Julia Jane Copping

AGAINST, By Counsel, &c.

Names of Petitioners in Person: Andrew David Copping
Julia Jane Copping

Address: [REDACTED]

Post code: [REDACTED]

Telephone:

Mobile: