

IN PARLIAMENT  
HOUSE OF LORDS  
SESSION 2007-08

Crossrail

P E T I T I O N

Against the Bill – on merits – Praying to be heard by counsel, Etc.

TO THE RIGHT HONOURABLE THE LORDS SPIRITUAL AND TEMPORAL OF  
THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND IN  
PARTLIAMENT ASSEMBLED

THE HUMBLE PETITION OF the Cyclists' Touring Club

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 transport system running from Maidenhead, in the County of Berkshire, and Heathrow Airport, in the London Borough of Hillingdon, through central London to Shenfield, in the County of Essex, and Abbey Wood, in the London Borough of Greenwich, and for connected purposes."
- 2 The Bill is promoted by the Secretary of State for Transport.

*Relevant Clauses of the Bill*

- 3 Clauses 1 to 20 of the Bill together with Schedules 1 to 9 make provision for the construction and maintenance of the proposed works including the main works set out in Schedule 1. Provision is included to confer powers for various building and engineering operations, for compulsory acquisition and the temporary use of and entry upon land, for the grant of planning permission and other consents, for the disapplication or modification of

heritage and other controls and to govern interference with trees and the regulation of noise.

*Your Petitioner*

- 4 Your Petitioner is the Cyclists' Touring Club (hereinafter referred to as "the Club"), Company Number 25185, a company limited by guarantee, whose registered address is Parklands, Railton Road, Guildford, Surrey GU2 9JX. Your Petitioner is the national cyclists' organisation. It has about 58,000 members, and estimates that a further 15,000 and more cyclists are in membership of local cycling clubs which in turn are affiliates of CTC.
- 5 Your Petitioner's objects include the promotion of the use of cycles, the promotion and safeguarding of the interests of cyclists, the encouragement of cycling, and to take appropriate action in Parliament to assist in achieving it.
- 6 Your Petitioner's members and their rights and interests are injuriously affected by the Bill, to which your Petitioner object for the reason amongst others, hereinafter stated.

*Your Petitioner's concerns*

- 7 Your Petitioner is of the considered view that there are substantial benefits to be gained or maintained by ensuring that the scheme to be delivered by means of the Bill contains provision which preserve or enhance those facilities which ease the use of cycles to access the existing rail services along the line of Crossrail and their carriage on those services and makes good provision for facilitating train and cycle inter-modal journeys at facilities to be built or enhanced, and rail and other services to be provided, as a result of the passing of the Bill.
- 8 These benefits accrue to the individual who has adopted a combination of cycle and train in order to make journeys quickly and flexibly, to the operator who gains increased patronage and to public policy which gains from reduced congestion on other transport networks as well as health environmental and other ancillary benefits.
- 9 Your Petitioner objects to the Bill because it does not contain any or any appropriate provisions to safeguard the interests of cyclists who now use or may use the railways and associated works which are affected by or may be altered or constructed under the powers conferred by the Bill.
- 10 Whereas at present carriage of cycles is accepted on all train services (except at peak hours) going into and leaving both Paddington Station and Liverpool Street Station, the working assumption of Crossrail (as set out in

their Cycle Carriage and Cycle Parking Information Paper) will be that cycles will be banned at all times from Acton Main Line to Stratford on the north eastern branch and throughout the south eastern branch to the terminus at Abbey Wood. This will reduce existing facilities available to cyclists contrary both to London-wide and national policy objectives.

- 11 There are many examples of sub-surface and deep level railways on which cycle carriage has not been banned. Crossrail is equivalent or better in tunnel clearances and access to platforms and emergency evacuation routes in comparison with other underground railway systems in Paris, Berlin, Washington, New York and San Francisco, and UK systems in Glasgow and Liverpool none of which has an absolute ban on cycle carriage. Both Thameslink and the East London Railway carry cycles on sub-surface routes equivalent to Crossrail.
- 12 Whereas Crossrail's Cycle Carriage and Cycle Parking Information Paper proposes that cycle parking will be provided by local authorities or private bodies, there is no provision in the Bill to ensure that any or sufficient space will be provided to accommodate this cycle parking.
- 13 Currently just over 1.75% of rail users either leave a cycle at the station or carry their cycle on the train with them – around 25,000 cycle-rail journeys a day in London. Transport for London's target is to increase cycling by more than 400% by 2025, amounting to one million extra journeys a day by cycle. There is substantial evidence that co-incident with the 83% increase in cycle use recently witnessed in London, there has already been an increase in demand for cycle parking at mainline railway termini in central London.
- 14 Your Petitioner believes that without specific cycle parking infrastructure for central London Crossrail stations planned from the start, expensive and inadequate retrofitting will be required, as occurred at St Pancras International in 2007. The arrival in London of a probable public hire cycle scheme, similar to that operating in Paris, will require much improved integration between rail and cycle at existing and future public transport sites.
- 15 Encouraging cycle access and egress to major Crossrail interchange stations, such as Paddington, Liverpool Street and Farringdon, will greatly reduce the need for passengers to interchange between Crossrail and other public transport networks thereby easing congestion on those networks and reducing demand for capacity over short journeys such as Farringdon to St Pancras International or Tottenham Court Road to Euston.

- 16 Around half of all collisions in which cyclists are killed in London involve goods vehicles. There is a marked association of the goods vehicles involved in these collisions with the construction trade. During the recent renovation of St Pancras International there were several collisions involving construction vehicles and cyclists, including three deaths, two at the same junction. Your Petitioner is greatly concerned that the construction of Crossrail will involve a very large number of goods vehicle movements in central London and that the nominated undertaker should take steps to ensure that construction traffic and collisions with vulnerable road users be reduced to a minimum.

*Conclusion*

- 17 Your Petitioner submits that the Bill fails adequately to safeguard and protect the interests of your Petitioner's members, which would be adversely affected by the provisions of the Bill and which should not be allowed to pass into law without the issues mentioned above being addressed.

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 it may be heard by its Counsel or Agent against all the clauses and provisions in the Bill which relate to or affect its property rights and interests and in support of other clauses and provisions for the protection and benefit of your Petitioner and its property rights and interests and that it may have such relief as Your Honourable House may deem meet.

AND YOUR PETITIONER  
will ever pray, etc.