

Hybrid Bill Petition

House of Commons

Session 2017-19

High Speed Rail (West Midlands – Crewe) Bill

Do not include any images or graphics in your petition. There will be an opportunity to present these later if you give evidence to the committee.

Your bill petition does not need to be signed.

Expand the size of the text boxes as you need.

1. Petitioner information

In the box below, give the name and address of each individual, business or organisation(s) submitting the petition.

Cycling UK
Cycling UK National Office
Parklands
Railton Road
Guildford
Surrey
GU2 9JX

In the box below, give a description of the petitioners. For example, “we are the owners/tenants of the addresses above”; “my company has offices at the address above”; “our organisation represents the interests of...”; “we are the parish council of...”.

Cycling UK is the national cycling charity, which was formerly (and still is formally) known as the Cyclists’ Touring Club. Founded in 1878, we promote cycling as a healthy, environmentally-friendly, efficient and enjoyable means of transport for leisure for people of all ages, backgrounds and abilities. We act as advocates for existing and would-be cycle users throughout the UK, as well as running practical projects to increase the numbers and diversity of those who cycle, and providing a range of activities and benefits for our 65,000 members.

2. Objections to the Bill

In the box below, write your objections to the Bill and why your property or other interests are [specially and directly affected](#). Please number each paragraph.

Only objections outlined in this petition can be presented when giving evidence to the committee. You will not be entitled to be heard on new matters.

The Bill fails to make provision to ensure that:

- 1) The planning and design of all highways (including rights of way) and, where possible, access roads, that are constructed, altered or diverted, whether temporarily or permanently, in connection with the HS2 Phase 2a railway are “cycle-proofed”, in accordance with Government policy – in other words:
 - a. that the safety and convenience of cycle movement along and across the HS2 Phase 2a corridor is taken into account at the outset in the planning and design of all temporary and permanent works to existing or new highway infrastructure, including the stopping up of highways and rights of way; and
 - b. that all such infrastructure is designed to high standards of cycle-friendliness.
- 2) The Crewe Hub and associated developments are “cycle-proofed” – in other words:
 - a. that safe, convenient and well-signed provision is made for cycle access to, from, through and within the Hub; and
 - b. that the Hub has ample provision for safe, convenient, secure and sheltered cycle parking, storage and hire and repair facilities.
- 3) All other buildings, depots or worksites built or redeveloped in connection with the HS2 Phase 2a railway are similarly “cycle-proofed” – in other words:
 - a. that they have safe, convenient and well-signed access to and from the building, depot or worksite, and with safe and convenient access within and through the site as appropriate; and
 - b. that they have ample provision for safe, convenient, secure and sheltered cycle parking and storage, with cycle hire and repair facilities where appropriate.
- 4) The operational plans for the construction works minimise the use of lorries, seeking wherever possible to use rail or waterborne transport for construction materials and waste, including the use of the trace of the railway line itself.
- 5) All lorry routing takes account of the safety of cycle users.
- 6) All contractors engaged to carry out construction work as part of the HS2 Phase 2a railway are accredited to comply with the Construction Logistics and Cycle Safety (CLOCS) or similar operational standards relating to cycle safety.
- 7) That all lorries used in connection with the HS2 Phase 2a railway are designed and equipped to the highest standards of cycle safety, including high ‘direct vision’ standards for all lorries used on streets in built-up areas.

3. What do you want to be done in response?

In the box below, tell us what you think should be done in response to your objections. You do not have to complete this box if you do not want to.

The committee cannot reject the Bill outright or propose amendments which conflict with the principle of the Bill. But it can require changes to the Government’s plans in response to petitioners’ concerns, which can take the form of amendments to the Bill or commitments by HS2 Ltd.

You can include this information in your response to section two ‘Objections to the Bill’ if you prefer. Please number each paragraph.

Cycling UK seeks assurances that:

- 1) The planning and design of all highways (including rights of way) that are newly constructed, altered or diverted, whether temporarily or permanently, in connection with the HS2 Phase 2a railway are “cycle-proofed”, in accordance with Government policy – in other words:
 - a. that the safety and convenience of cycle movement along and across the HS2 Phase 2a corridor is taken into account at the outset in the planning and design of all temporary and permanent works to existing or new highway infrastructure, including the stopping up of highways and rights of way, and that opportunities are taken to allow for cycle use of access roads constructed as part of HS2 Phase 2a during and/or after the construction of the HS2 Phase 2a scheme; and
 - b. that all such infrastructure is designed to cycle-friendly design standards equivalent or similar to Highways England’s Interim Advice Note IAN 195/16 ‘Cycle traffic and the Strategic Road Network’, which shall be agreed with the Department for Transport’s ‘Cycle Proofing Working Group’.

Without prejudice to the generality of the above, we particularly seek assurances of high-quality cycle provision, designed to the above standards, at the locations listed in the Annex to this petition.

- 2) The Crewe Hub and associated developments are “cycle-proofed” – in other words:
 - a. that safe, convenient and well-signed provision is made for cycle access to, from, through and within the Hub;
 - b. that the Hub has ample provision for safe, convenient, secure and sheltered cycle parking, storage and hire and repair facilities; and
 - c. that highways, access roads or cycling routes within or linking to the Hub shall comply with the design standards referred to in 1b above, while other cycling provision within the hub (e.g. cycle parking, hire and storage facilities) shall meet or exceed the standards set out in the Rail Delivery Group’s ‘Cycle Rail Toolkit’ or any equivalent successor document.
- 3) All other buildings, depots or worksites built or redeveloped in connection with the HS2 Phase 2a railway are similarly “cycle-proofed” – in other words:
 - a. that they have safe, convenient and well-signed access to and from the building or worksite, and with safe and convenient access within and through the site as appropriate;
 - b. that they have ample provision for safe, convenient, secure and sheltered cycle parking and storage, with cycle hire and repair facilities where appropriate; and
 - c. that highways, access roads or cycling routes within or linking to these sites shall comply with the design standards referred to in 1b above, while other cycling provision (e.g. cycle parking, hire and storage facilities) shall meet or exceed the standards set out in the Welsh Government’s Active Travel Act design guidance, or any equivalent or successor document, with these standards being agreed with the Department for Transport’s Cycle Proofing Working Group.
- 4) The operational plans for the construction works minimise the use of lorries, seeking wherever possible to use rail or waterborne transport for construction materials and waste, including the use of the trace of the railway line itself.
- 5) All lorry routing takes account of the safety of cycle users.
- 6) All lorry operators engaged to carry out construction work as part of the HS2 Phase 2a railway are accredited to comply with the Construction Logistics and Cycle Safety (CLoCS) or similar cycle safety operational standards.

- 7) All lorries used in connection with the HS2 Phase 2a railway are designed and equipped to the highest standards of cycle safety, including a requirement that lorries used on roads in built-up areas should achieve a 5-star rating according to Transport for London's 'direct vision' standard, or an equivalent standard.
- 8) HS2 Limited shall employ or contract with a suitably qualified professional or consultancy, to act on behalf of the Cycle Proofing Working Group in advising HS2 Ltd on cycle proofing standards and processes, and to ensure that highways, access roads, rights of way, cycle parking and other physical infrastructure delivered as part of HS2 are designed and implemented to the agreed standards.

Annex

This is a non-exclusive list of locations where Cycling UK particularly seeks the provision of cycle-friendly infrastructure to the standards set out in 1b of our requested assurance, together with a summary of the proposed infrastructure required.

<i>Location</i>	<i>Outline description</i>
Staffordshire	
Kings Bromley Link	1.4kms of planned works access track, and 500m of new path and relocate planned bridge over brook.
Netherton Link	900m new HS2 boundary path and main road crossing.
Moreton House Link	250m new path.
Ingestre Link	Use 400m planned bridleway.
Hopton	New bridge over HS2 and 200m new roadside path.
Pire Hill	Planned provision.
Yarnfield	600m roadside path including planned bridge over HS2.
Blakelaw Farm	Upgrade existing footway and use planned underpass.
Swynnerton to Beech	1000m new roadside path, including across planned HS2 bridge and crossing of A51.
Baldwin's Gate	1.4kms of planned works access, 400m new path.
East Cheshire	
Den Lane to Blakenhall Bridleway 12 for Chorlton Lane	1.2 km of new HS2 boundary path required, use of planned works access tracks.
Chorlton Footpath No7 overbridge (Ch 245): Houghton to Chorlton	Redesign of planned footbridge including providing connecting paths and ramped approaches at 1:20 gradient.
Chorlton Lane to Link Road cycle path	A 2.0km link, needed to avoid complex new road systems. It involves new link paths, use of old roads, new crossings and an underpass through the planned A500 new road.
Hough to Crewe	This 2.5km long link will enable the residents of Hough to reach Crewe avoiding complex new road systems. It involves new paths, use of old roads, road crossings and a new underpass through the planned A500 embankment. It will provide for existing public footpath routes.

Next steps

Once you have completed your petition template, please save it and [continue on our website](#).

If clicking 'continue on our website' doesn't work, copy this link and paste it into your browser:
<https://beta.parliament.uk/petition-a-hybrid-bill/1?step=writing-your-petition-online#complete-petition>