

Hybrid Bill Petition

**House of Lords
Session 2017-19
High Speed Rail (West Midlands – Crewe) Bill**

Please 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 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 directly and specially 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 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, as set out either in Highways England's cycling design standards ('Cycle Traffic and the Strategic Road Network', Interim Advice Note IAN 195/16) or in the Department for Transport's forthcoming new guidance on cycling infrastructure design (which is expected to be published within a few weeks of this petition being submitted).

It is therefore at risk of building tunnels, bridges and other infrastructure to standards that are not safe for cycling by people of all ages and abilities, effectively preventing people from being able to make local journeys easily and safely by the clean and healthy option of cycling. In the case of tunnels and bridges, it will be very difficult and expensive to remedy these defects at a later date.

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 2 'Objections to the Bill' if you prefer. Please number each paragraph.

We seek an assurance that the promoter will:

- a) revise its 'Technical Standard – Roads (internal eB document reference number HS2-HS2-HW-STD-000-000001)', and other technical standards as required, to accord with advice on design for cycling as set out either in Highways England's 'Cycle Traffic and the Strategic Road Network' (Interim Advice Note IAN 195/16) or its own forthcoming guidance on Cycling Infrastructure Design (due to be published within weeks of this petition being submitted, as a replacement for the existing Local Transport Note 'Cycling Infrastructure Design' (LTN 2/08).
- b) Apply the revised design standard consistently in planning and designing both temporary and permanent new highway infrastructure in association with HS2 Phase 2a

- c) We particularly seek an assurance that safe cycling provision should be made, in accordance with the above design guidance, as part of the works to Yarnfield Lane in Staffordshire – liaising as required with Highways England in relation to the crossing of the M6 – and a safe redesign (again in accordance with the above design guidance) of the junction of the A51 and A34 at Stone, Staffordshire.

Next steps

Once you have completed your petition template please save it and go to our website to submit it during the petitioning period. Alternatively, you can either email it to hlprivatebills@parliament.uk ; post it to the Private Bill Office, House of Lords, London SW1A 0AA; or call 020 7219 3231 to arrange a time to deliver it in person.

October 2019

**HIGH SPEED RAIL (WEST MIDLANDS -
CREWE) BILL**

**HOUSE OF LORDS
SELECT COMMITTEE**

**Petition No. HS2-HOL-032:
Cycling UK**

Promoter's Response Document

INTRODUCTION

This Promoter's Response Document (PRD) forms the Promoter's response to Petition No. HS2-HOL-032, from Cycling UK.

In this PRD, 'the Promoter' means the Secretary of State and HS2 Ltd acting on his behalf.

The purpose of the PRD is to advise you and the Select Committee of the Promoter's position in relation to the petitioning points raised. It is intended that the PRD will alleviate many of the concerns raised in the petition.

The Table of Contents overleaf lists the page number, petitioning points in the order they appear in the petition, and a summary statement of the issue(s) contained in the petition for quick reference. Other supporting material (e.g. reports, drawings and photographs) referred to in the response are attached where applicable.

Copies of the HS2 Phase 2A Information Papers referred to in the response can be found at
<http://www.gov.uk/government/collections/high-speed-rail-west-midlands-to-crewe-bill>.

Department for Transport
High Speed Two (HS2) Limited

BACKGROUND

Cycling UK is the national cycling charity, which was formerly (and still is formally) known as the Cyclists' Touring Club. Founded in 1878, they promote cycling as a healthy, environmentally-friendly, efficient and enjoyable means of transport for leisure for people of all ages, backgrounds and abilities. They 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 their 65,000 members.

In June 2018 the Petitioner was sent a Promoter's Response Document (PRD) for their Petition against the Bill (Petition No. HS2-P2A-000103), a copy of which is attached at Annex A. The Petitioner appeared before the House of Commons Select Committee on 17 July 2018.

PETITION NO. HS2-HOL-032

CYCLING UK

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ATTACHMENTS

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Annex A	Promoter's Response Document for Petition No. HS2-P2A-000103 against the Bill in the House of Commons - June 2018
Annex B	Assurance letter - July 2018

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Cycling UK

PETITION NO: HS2-HOL-032

PARAGRAPH NO: 2.1, 2.2, 3.1

ISSUE RAISED: Cycle provision on HS2 Phase 2a

PETITION PARAGRAPH: 2.1 The Bill fails to make provision to ensure that 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, as set out either in Highways England's cycling design standards ('Cycle Traffic and the Strategic Road Network', Interim Advice Note IAN 195/16) or in the Department for Transport's forthcoming new guidance on cycling infrastructure design (which is expected to be published within a few weeks of this petition being submitted).

2.2 It is therefore at risk of building tunnels, bridges and other infrastructure to standards that are not safe for cycling by people of all ages and abilities, effectively preventing people from being able to make local journeys easily and safely by the clean and healthy option of cycling. In the case of tunnels and bridges, it will be very difficult and expensive to remedy these defects at a later date.

3.1 We seek an assurance that the promoter will:

- a. revise its 'Technical Standard - Roads (internal eB document reference number 1-152-1-152-HW-STD-000-000001)% and other technical standards as required, to accord with advice on design for cycling as set out either in Highways England's 'Cycle Traffic and the Strategic Road Network' (Interim Advice Note IAN 195/16) or its own forthcoming guidance on Cycling Infrastructure Design (due to be published within weeks of this petition being submitted, as a replacement for the existing Local Transport Note 'Cycling Infrastructure Design' (LTN 2/08).
- b. Apply the revised design standard consistently in planning and designing both temporary and permanent new highway infrastructure in association with HS2 Phase 2a
- c. We particularly seek an assurance that safe cycling provision should be made, in accordance with the above design guidance, as part of the works to Yarnfield Lane in Staffordshire — liaising as required with Highways England in relation to the crossing of the M6 — and a safe redesign (again in accordance with the above design guidance) of the junction of the A51 and A34 at Stone, Staffordshire.

PROMOTER'S RESPONSE:

Cycle proofing temporary and new infrastructure

1. Cycle proofing is a process which over time ensures that the built environment generally, and roads specifically, are seen to be safe, convenient and pleasant for cycle use by people of all ages and abilities.

2. Highways England's Interim Advice Note (IAN) 195/16 'Cycle traffic and the Strategic Road Network' was appropriate for the design of cycle infrastructure associated with the Strategic Road Network. However, this has recently been replaced by the new Design Manual for Roads and Bridges (DMRB) document CD 195 'Designing for road traffic'. During detailed design, where the Proposed Scheme interfaces with the Strategic Road Network, CD 195 would be used to inform the design.

3. In other instances, HS2 Phase 2a Information Paper E5: Roads and Public Rights of Way, states that the design of cycling infrastructure would be informed by relevant advice and guidance published by the Department for Transport (DfT) and Highways England. Due regard would also be given to the applicable aspects of other reference documents, including the Welsh Government's Active Travel Design Guidance in relation to rural roads, Transport for London's London Cycling Design Standards in

relation to urban roads, and other relevant standards or guidance (or successor documents of similar scope) as appropriate.

4. In relation to temporary highway works, including traffic management arrangements, consultation or approval of arrangements would be carried out in accordance with submissions made to the relevant highway authority in accordance with Schedule 4 of the Bill. The arrangements for making submissions would be set out in a Route-wide Traffic Management Plan (RTMP) which would be prepared in accordance with paragraph 14.2.2 of the draft Code of Construction Practice (CoCP).

5. The RTMP would be produced in consultation with the highway and traffic authorities, the emergency services and other relevant key stakeholders.

6. Paragraph 14.2.2 of the draft CoCP also states that the RTMP would include, as appropriate, measures such as timely maintenance of public roads and engagement with vulnerable road users including cyclists.

7. Following engagement between Cycling UK, DfT, and HS2 Ltd, in July 2018 the Petitioner received an assurance that:

“The Secretary of State shall require the nominated undertaker to:

- a. have due regard to the principles of the relevant up-to-date cycling standards and guidance; and
- b. use reasonable endeavours to design and implement temporary traffic management arrangements in accordance with the standards set out in the HS2 Phase 1/2a Route-wide Traffic Management Plan, which includes consideration of "Cyclists at Roadworks".

8. In June 2018 the Promoter announced the creation of the Phase 2a Road Safety Fund, where approximately £6.5m of funding would be available to help to improve traffic and pedestrian, cycle and equestrian safety along the whole route. Following Royal Assent, allocations will be confirmed for each local authority and they will be able to apply for funding.

9. Cycle proofing was one of the issues raised by the Petitioner at its House of Commons Select Committee hearing on 17 July 2018.

10. In their Third Special Report of Session 2017-19, the House of Commons Select Committee made a recommendation in relation to the temporary severance of non-motorised users during construction. In paragraph 216 of the report the Select Committee stated:

“HS2 will inevitably create a degree of severance. Diversions have been agreed for several footpaths and bridleways, but a diversion of a few 100 metres, which would have no noticeable effect on a motor vehicle, might be a significant additional journey for pedestrians, cyclists and riders. We do not believe HS2 has been sufficiently proactive in finding ways to ameliorate the impact of

severance for pedestrians, cyclists and horse-riders and would like to see some additional provision to compensate for the inevitable inconvenience. In addition, we believe it is in the best interests of HS2 as well as of the local population, for HS2 to enhance alternative routes for non-motorised transport where that will encourage non-motorised transport away from construction traffic roads."

11. In response to the Select Committee's request, in paragraphs 109-112 of the Promoter's response to the Select Committee's Third Special Report of Session 2017 – 2019, the Promoter said:

"In response to the Select Committee's request, the Promoter will provide additional funding for signage to help pedestrians, cyclists and horse riders navigate changes to the road and public rights of way network and away from construction traffic. As part of the detailed design process, the Promoter will work with highway authorities, local access forums, user groups (for example The Ramblers) and communities to identify the best way of maintaining public rights of way during construction, including the appropriate provision of such signage.

More broadly, the Promoter has established the HS2 Community and Environment Fund (CEF) and the Business and Local Economy Fund (BLEF) to support communities disrupted through the construction of HS2. Both funds explicitly cover the sorts of measures the Select Committee have in mind:

- "improved pedestrian, equestrian, or cycle access not provided under statutory services" (CEF); and
- "improved local cycling and pedestrian access to local economic centres" (BLEF) and the Promoter would welcome applications for projects which deliver against these criteria."

12. Since July 2018, the Promoter has also developed 'Guidance Note – HS2 Approach to Cycling Provision' for use by contractors when involved in the detailed design of HS2 works. This has been shared for comment with highways authorities along the line of route.

Yarnfield Lane and Stone A34/A51 Junction

13. The outline designs for the proposed works affecting the public highway at Yarnfield Lane and the A34 Stafford Road/A51 Stone Bypass junction have been developed in accordance with the appropriate HS2 technical standards. Applicable national (and relevant highway authority) design guidance is followed where reasonably practicable to do so. In the later detailed design phase these standards and guidance would continue to be used as the design is refined.