

**SOUTH EAST ENGLAND REGIONAL ASSEMBLY  
EXECUTIVE COMMITTEE**

Date: 17 June 2005

Subject: **Crossrail - Hybrid Bill**

Report of: Head of Regional Transport Planning

**Recommendation:**

That the Committee agrees to lodge a petition against the Hybrid Bill for the Crossrail Project.

---

**1. Purpose of Report**

- 1.1 To seek the approval of the Executive Committee to lodge a petition objecting to the Hybrid Bill for the Crossrail project for the reasons set out within the report.

**2. Context**

- 2.1 The Hybrid Bill that will enable the Crossrail project to be constructed is being considered by Parliament. The Second Reading for the Bill is expected to take place shortly, after which it will enter into the Committee stage. Organisations who wish to raise objections to the provisions in the Bill need to lodge a petition with the House of Commons. It is anticipated that the closing date for petitions to be lodged will be mid-July.
- 2.2 The content of the petition does not need to be elaborate since the petition is actually a request for the petitioner to be allowed to argue their case before the Committee. There is no cost associated with lodging a petition and a petition can be withdrawn at any time at no cost to the organisation. The petition would be prepared by the Assembly secretariat.

**3. Justification for Petitioning**

- 3.1 With the passage of time it has become increasingly clear that the provisions within the Hybrid Bill could have significant implications for the delivery of the South East Plan within the western part of the region, specifically the area covered by the Western Corridor and Blackwater Valley sub-region. The specific issues are:
  - 3.1.1 The implications for future access to Heathrow Airport and in particular Terminal 5. It is now clear that utilisation of the available platform capacity at

Terminal 5 will be a key issue as a consequence of the introduction of Crossrail. If all Crossrail services to Heathrow terminate at Terminal 5, and if these services were in addition to Heathrow Express services, there would be insufficient capacity within the Terminal 5 station to accommodate Airtrack services at the level currently proposed. In the longer term constraints on platform capacity at Terminal 5 would have an adverse impact on aspirations to develop an additional service linking Terminal 5 with the Great Western main line via a west facing connection.

- 3.1.2 The implications for future utilisation of the Great Western main line. Under the provisions set out within the Bill there is no protective provision made for Heathrow Express services or indeed any other service currently operating on the Great Western main line. By implication this means that Crossrail services will have primacy over all other rail services in terms of capacity on this corridor. On the basis that Crossrail services are likely to operate as part of the wider TfL network, the implication is that the capacity available for national rail services could be reduced by up to 50%. The practical effect of this arrangement would be that the priorities for London would take precedence over this region's priorities on a key part of the transport system serving our region, and beyond.

#### **4. Next Steps**

- 4.1 Delivery of Airtrack and the utilisation of the Great Western main line are key issues for the implementation of the South East Plan. If the proposals set out in the Hybrid Bill are left unopposed by the Regional Assembly there is a very real danger that our ability to plan effectively for the western part of the region will be severely compromised. Lodging a petition against the Bill in its current form would enable the Assembly to raise these concerns during the Committee stage of the Bill.

**Martin Tugwell**  
**Head of Regional Transport Planning**

15 June 2005

Tel: 01483-555232

Email: [martintugwell@southeast-ra.gov.uk](mailto:martintugwell@southeast-ra.gov.uk)