

The Secretary
Office of Road & Rail
Dear Sir or Madam

Crossrail to Heathrow

- 1) I note the comments about this in the March issue of Railway Magazine with interest BECAUSE not a single person from the transport industry (rail, tube or road) sat through (let alone attended) the Surface Access topic of the Heathrow Terminal 5 Public Inquiry: I so did as, then, Vice Chairman of ~~an~~ a West of London environmental group.
- 2) The Piccadilly line extension was funded & constructed by the Greater London Council, ~~it~~ with such tedious discussion about the Terminal 4 station that BAA got fed up and re-used the designated box DIRECTLY beneath the terminal's concourse. It is, therefore, correct for the "tube" access to have fares based upon London Transport's zonal fare structure for underground rail.
- 3) ~~to~~ WML access was discussed under this topic AND I specifically refer you to the Inspector's Questions ~~at~~ at the end of Railtrack's evidence. So bad was the briefing of their Counsel, that he had to turn to his assistant's for many of his responses.
- 4) The original Crossrail Bill (approx 1996) was rejected by the Offroad Bill Committee with its decision "Preamble Not Proven". No one has ever explained to me why the then proposers of Crossrail did not immediately submit a new Bill deleting every reference to works east of their Liverpool Street station; All the notices to treat, etc, for the rest of the project would have still been in force & many of the objections could have simply been incorporated into the re-submitted Bill (i.e. those affecting LTE & ~~to~~ WML). The only "good" thing of this delay was the Decision by the Secretary of State that the whole of the underground section of route be safeguarded for an indefinite period.
- 5) BAA was already proceeding with its Heathrow Express

scheme and electric traction had already started as between a temporary terminus at Stockley & Paddington, with a bus from the airport. However, BAA did nothing to support the Crossrail concept because of their investment at Paddington & the tunnels under the airport to the, then, two stations (Terminal 1, 2 & Terminal 4). The Airport Junction flyover was constructed in such a way that it would be a simple joint to attach the recently completed spur to the G-WML ~~up~~ slow track.

6 BAA own, & staff, the Heathrow Express train sets, as also the whole of the railway beneath the airport. I presume that they pay access charges to Network Rail for their use of G-WML tracks between Hayes, Airport Junction & Paddington, together with their dedicated use of platforms 6 & 7. I do not know anything about Heathrow Connect other than it provides, inter alia, the whole of the train service at Hanwell, a fair proportion of that at West Ealing together with a contribution to the total service at Hayes, Southall & Ealing Broadway.

7) If the vehicles of Heathrow Connect are owned by BAA, and access charges are paid to Network Rail ^{Hayes to Paddington}, then it is logical for Crossrail-owned services to pay access charges to BAA for use of the airport railway to Terminal 4. As the track ownership is quite different between the underground & the BAA Heathrow Railway, I would opine that you would be on EXTREMELY dangerous ground if you try to insist on Crossrail only being allowed to charge its passengers a "normal" fare i.e. the London Zone 6 fare. What, then, if BAA simply refuse airport access to Crossrail?

8 BAA might even be emboldened to charge TfL for use of the two underground stations equivalent to the pair used by Crossrail. TfL refuse to pay & the underground runs either non-stop Hutton Cross round to Hutton Cross or direct to Terminal 5, non-stop?

Yours faithfully

(LEONARD LEAN)