



Report to Cabinet Members for Transportation Strategic Planning Community Services

Decision to be taken on or after 9 August 2005

Decision can normally be implemented at least 3 working days after decision has been signed.

Cabinet Member Report No. T02/05

Title: Crossrail Hybrid Bill

Date: 1 August 2005

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Electoral Divisions Affected: Iver, Burnham & Taplow

Relevant Overview and Scrutiny Committee:

Summary

The Crossrail Hybrid Bill is seeking construction powers for the Crossrail scheme. One of the western termini will be Maidenhead which means that Iver, Burnham and Taplow stations in Buckinghamshire will be served by Crossrail services. Whilst supporting the scheme in principle, there are several key concerns covering bridge works and traffic impacts. It is proposed to petition on these in order to reserve the County's position.

Recommendation

Cabinet Members are asked to:

- (i) **APPROVE** initial petitioning against the Hybrid Bill on the issues identified to reserve the County's position and to the extent that they can be funded from existing Planning & Transportation budgets.
- (ii) **AGREE IN PRINCIPLE** to further petitioning for the Select Committee stage subject to funding being identified.
- (iii) **SUPPORT** an approach to South Bucks District Council to secure a shared approach to the petitioning and funding thereof.

A. Narrative setting out the reasons for the decision

Crossrail is a new east west cross London metro rail project sponsored by Department for Transport and Transport for London with a target service introduction date of 2013. A new central area tunnel will link Liverpool St. and Paddington with suburban overground extensions using existing infrastructure to Shenfield and Abbey Wood in the east and to

Heathrow and Maidenhead in the west. The Hayes and Harlington to Maidenhead route section requires overhead electrification.

The Crossrail Hybrid Bill is seeking construction powers for the Crossrail scheme and is currently before Parliament awaiting its Second Reading.

Iver, Burnham and Taplow Stations would be served by Crossrail (4 trains an hour). The County's position is that it supports Crossrail, in principle, because it will improve rail services and connectivity to Central London and east thereof for S. Bucks residents but would prefer Reading as the western terminus because of its importance as a transport hub.

A general concern has been raised recently by the County's Senior Archaeological Officer about the heritage impacts of Crossrail on the Great Western Railway. These are explained in the attached briefing note.

The project, as defined in the Bill, raises the following issues:

- Wholesale demolition of bridges should be subject to further technical assessment and review on heritage grounds.
- The proposed demolition of Dog Kennel Bridge (a pedestrian and farm accommodation route with Rights of Way on either side but not across the span) at Iver without replacement.
- The proposed replacement and realignment of Thorney Lane South Bridge at Iver but leaving the existing footbridge (carrying utilities) in situ.
- The routeing strategy for HGV's transporting construction spoil to Wapsey's Wood and Springfield Farm landfill sites and for general traffic during construction works.
- The need to develop a sustainable access and parking strategy for each station on the route in partnership with Crossrail and neighbouring transport authorities.

In order to reserve the County Council's position, it is proposed to petition on these points if they cannot be resolved satisfactorily in on-going dialogue with Crossrail. The 'window' for petitioning depends on the Bill's Second Reading which is provisionally set for 18 July 2005. Petitions would then be heard by a Select Committee which would sit from October 2005.

B. Other options available, and their pros and cons

None.

C. Resource implications

The petitioning process is estimated to cost about £40k ie. up to £5k for the initial submission and then the remainder for the Select Committee stage. The initial cost of £5k can be met within Planning and Transportation budgets. Budget provision does not exist, however, for any subsequent costs so this will have to be identified before an expenditure commitment is made. The possibility of sharing these with South Bucks District Council will be explored.

D. Legal implications

The petitioning process will be led by the Head of Legal Services employing a Parliamentary Agent and QC.

E. Property implications

None.

F. Other implications/issues

None.

G. Feedback from consultation and Local Member views.

Feedback from Local Members has been sought. The South Bucks Transport Symposium received a presentation from Crossrail in January 2005.

H. Communication issues

Press release to be considered at time of petitioning.

I. Progress Monitoring

None

J. Review

None

Background Papers

Crossrail Hybrid Bill - February 2005.

Your questions and views

If you have any questions about the matters contained in this paper please get in touch with the Contact Officer whose telephone number is given at the head of the paper.

If you have any views on this paper that you would like the Cabinet Member to consider, or if you wish to object to the proposed decision, please inform the Democratic Services Team by 5.00pm on Monday 8 August 2005. This can be done by telephone (to 01296 383603), Fax (to 01296 382538), or e-mail to cabinet@buckscc.gov.uk

CABINET MEMBER REPORT NO. T02/05

DECISION TAKEN:

I have taken into account any representations received concerning the contents of this report.

Signed: _____

Date: _____

DECISION NOT TAKEN:

Signed: _____

Date: _____

Reason: _____

For Reference

Professional advice supporting the decision was provided by the following Officers

Name	Signed	Date
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