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**Lead Member for Highways  
and Streetcare**  
Cllr. Colin Rayner



Secretary of State for Transport  
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16<sup>th</sup> September 2009

Dear Sir or Madam:

**Subject: The Transport and Works Act 1992 – The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 – Proposed Heathrow Airtrack Order**

In response to the above consultation, I enclose a copy of the Minutes of the Borough's Cabinet as **Appendix 1** together with the following link to the full report [http://www.rbwm.gov.uk/public/meetings\\_090827\\_cab\\_airtrack.pdf](http://www.rbwm.gov.uk/public/meetings_090827_cab_airtrack.pdf) and advise that these fully reflect the views of the Borough in this respect.

Furthermore, additional comments are as follows:

1. In general the Borough is in support of the Airtrack proposals to reduce road traffic and pollution and provide easy access to Heathrow for the Borough's residents and businesses.
2. There is deep concern regarding the traffic problems created by the additional level crossing downtime at Sunningdale and associated crossings within neighbouring authorities.
3. We do not feel that the Sunningdale Crossing, which "significantly breaches one criteria", can be considered as acceptable. This Level Crossing is far busier than any other affected by Airtrack.
4. The huge traffic numbers ignore possible fourfold increase at peak times and should not be disregarded.
5. Sunningdale Crossing suffers a unique "Leaf Fall Timetable" which can result in continuous 9 minute barrier crossing downtimes. This is not included in the downtime calculations and should be a material consideration.
6. We strongly submit that the Airtrack service should include a stop at Ascot.

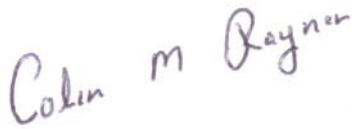
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7. We strongly emphasise that no costs whatsoever relating to level crossings, any roadwork, new bridges, etc., relating to Airtrack should be imposed upon the Borough.
8. The Borough is very concerned about the possible loss of the half hour train services from Windsor Riverside and it becoming a branch line with no direct service to Waterloo.
9. We are also very concerned that there is no direct connection of trains from T5 to Windsor, one of major tourist attractions in the south east. This would be possible by having an extra loop line on the Staines Moor and has the potential of removing thousands of cars off the road network in the region.

Please do not hesitate to contact either myself or my Officer dealing with this issue, Gail Kenyon Planning Infrastructure and Transport Policy Manager on the numbers above, regarding any clarifications you may require.

Yours sincerely

A handwritten signature in blue ink that reads "Colin M Rayner". The signature is written in a cursive style and is positioned above the printed name.

**Cllr. Colin Rayner**  
**Lead Member for Highways and Streetcare**

## Minutes of Cabinet 27<sup>th</sup> August 2009

### Highways and Streetcare Heathrow Airtrack Consultation

Cabinet considered the Borough's response to a consultation on an application by BAA to the Secretary of State for Transport for the outline design and scheme proposals for Airtrack. Members noted that Heathrow Airtrack was the proposed new rail link being promoted by BAA to connect Heathrow with the national rail network. It was proposed that services would operate to Reading, Guildford and London Waterloo and would be in addition to those already operating on these lines. Heathrow Express services would also be extended through Heathrow Terminal 5 to Staines.

Mr Hooper addressed Cabinet in relation to this item. He explained that the BAA consultation had caught his eye as it did not include provision for any stops within the Royal Borough. Airtrack comprised four separate train lines, three of which were operated by South West Trains (SWT). One of these services (Reading-T5) travelled through the Borough, but only stopped at Wokingham and Bracknell. He was pleased that the report included consideration of a service to Windsor Riverside, but cautioned that this would affect the downtime of the level crossings in Datchet. Mr Hooper emphasised the potential for a stop at Ascot station, which had good overall access. However, he highlighted the problems with disabled access at the station.

The Lead Member for Planning & Development, on behalf of the Lead Member for Highways and Streetcare, thanked Mr Hooper for attending the Cabinet meeting. She also passed on the comments of Councillor Mrs Yong, who wished to thank Mr Hooper for all his work on the issue. The Lead Member believed that the Council should pursue the idea of a stop in Ascot rather than Bracknell, and commented that this would be the time for BAA Airtrack to highlight land availability to enable this to happen. She commented that work was due to take place shortly at Ascot station, which may address some issues of disabled access. She also highlighted the Council's concern over the potential increase in downtime for the level crossing at Sunningdale if the proposed plans went ahead, and noted Mr Hooper's comments in relation to the level crossing at Datchet. It was agreed that these concerns should be added to the consultation response.

The Lead Member advised that Cabinet had that afternoon received comments from Councillor Beer that included some suggested changes to the consultation response, to strengthen the Borough's arguments. She suggested that a delegation be agreed to allow the Lead Member for Highways and Streetcare, in conjunction with the Head of Planning and Development, to implement any necessary minor amendments arising from Councillor Beer's comments. She also advised Members of a number of typographical errors in the recommendation.

Councillor Baskerville suggested that Adam Afriyie MP be asked to lobby the relevant Parliamentary Select Committee as well as the appropriate Minister. Councillor Mrs Newbound asked for further information in relation to the views of SWT and the email from Mrs Yong in relation to bus services in the area. It was confirmed that the Borough was working closely with SWT on timetabling issues and that it was understood that SWT had concerns regarding the effect on the existing timetable but were generally in support of the Airtrack proposals. The Lead Member for Planning & Development assured Councillor Mrs Newbound that the Lead Member for Highways and Streetcare would be considering the issues relating to buses raised by Councillor Mrs Yong.

The Lead Member for Children's Services highlighted the importance of the halfhourly service from Windsor to Waterloo that was used by Windsor, Datchet and Wraysbury residents.

**RESOLVED UNANIMOUSLY: That:**

- a) The Lead Member for Transport and Streetcare writes to BAA Heathrow Airtrack, the Chief Executive and Chair of BAA and the Director General at the Department for Transport, expressing and reiterating the Boroughs strong concerns as outlined in paragraph 3.1 and 3.2 in this report.**
- b) The Lead Member for Transport and Streetcare to write to Adam Afriyie MP to ask him to lobby the appropriate Minister and Parliamentary Select Committee with respect to the views outlined in this report.**
- c) The Borough make representation through the Lead Member for Transport and Streetcare supported by Officers, at a public inquiry as appropriate, and work with Runnymede Borough Council in expressing the views of this report.**
- d) The Lead Member for Highways and Streetcare, in conjunction with the Head of Planning, be given delegated authority to make minor amendments as necessary to the Borough's response, in light of the comments submitted by Councillor Beer on 27 August 2009.**