

EXTERNAL SERVICES SELECT COMMITTEE - GREAT WESTERN LINE

Committee name	External Services Select Committee
Officer reporting	Nikki O'Halloran, Corporate Resources and Services
Papers with report	Appendix A – Crossrail Route Map Appendix B – BTP Divisional Map
Ward	n/a

HEADLINES

To enable the Committee to receive an update on issues around or in relation to the Great Western line in Hillingdon.

RECOMMENDATION:

That the External Services Select Committee notes the report.

SUPPORTING INFORMATION

Network Rail / Crossrail / Transport for London

Network Rail (NR) owns, operates and develops Britain's railway infrastructure - that's 20,000 miles of track, 30,000 bridges, tunnels and viaducts and the thousands of signals, level crossings and stations. NR manages 20 of the UK's largest stations while all the others (over 2,500) are managed by the country's train operating companies.

Crossrail Limited was established in 2001 as the company that has been set up to build the new railway through central London that will become known as the Elizabeth Line when it opens. It is a wholly owned subsidiary of Transport for London (TfL) and is jointly sponsored by TfL and the Department for Transport (DfT). Once the railway is complete, it will be run by TfL as part of London's integrated transport network.

The Elizabeth Line will link Reading and Heathrow in the west with Shenfield and Abbey Wood in the east, via new 21km tunnels under central London (see Appendix A). This will increase London's rail capacity, cut passenger journey times across the city and encourage regeneration and generate significant employment opportunities.

The Crossrail project is perhaps best known as a major tunnelling project. However, 75% of the 100km route is above ground. NR is responsible for the design, development and delivery of the parts of the route that are on the existing network, running above ground through outer London, Berkshire and Essex.

NR is delivering major improvements across the rail network: upgrading stations and railway infrastructure. This is an important element for the Crossrail project. With passenger numbers expected to increase when the Elizabeth Line comes into service, the stations will all benefit from improved passenger flow and enhanced accessibility with lifts and footbridges that will bring step free access to all platforms serving the Elizabeth Line. NR has already completed

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the works at all stations in the east (apart from Ilford and Romford) and is progressing with stations to the west. Due to the temporary pause in works as a result of the COVID-19 pandemic, these enhanced stations will be progressively completed throughout 2021.

The scale of work being undertaken impacts on millions of people who either live or work near the project across London and the boroughs. In recognition of this, NR has committed to ensure that all those who are impacted have a clear process to engage and register their issues. To this end, NR will always do everything we can to communicate, share and minimise the disruption of any works it carries out as part of the Crossrail Project.

British Transport Police

8.6 million people use the rail network every day and it is British Transport Police's (BTP's) mission to help get people home safe, secure and on time. The BTP police Britain's railways, providing a service to rail operators, their staff and passengers across the country. BTP also polices the London Underground, Docklands Light Railway, the Midland Metro tram system, Croydon Tramlink, Tyne and Wear Metro, Glasgow Subway and Emirates AirLine.

In April 2014, BTP made the most radical changes to its policing structure in years with the intention of providing more frontline officers to cope with the demands of an expanding railway industry. Every few years, the BTP is given a Strategic Plan by the British Transport Police Authority (BTPA) to set out expectations for the future of the Force. The 2013 plan set out "a period that will require unprecedented change in railway policing" to provide exceptional service quality at reduced costs. As a result, the BTP restructured from seven areas across Britain into three larger divisions with Force Headquarters (FHQ) in London (see Appendix B). It is anticipated that this new structure delivers a more efficient Force, generating savings to reinvest in more police officers across the railway network.

FHQ retains overall command of BTP activity and houses central departments and functions, including responsibility for resources such as forensics, CCTV and major investigations. The headquarters are in Camden Town, London. London and the South East of England are thought to be vital areas of rail travel and account for the majority of passenger journeys in Britain across East Anglia, the south coast and the capital, including London Underground and Docklands Light Railway. The B Division Commander is Chief Superintendent Martin Fry.

Pennine, Midlands, South West and Wales is the largest of the divisions, covering rail networks beyond the South East. It includes the policing of major transport hubs such as Birmingham, Leeds and Manchester. Scotland is a unique division working under Scottish law and legislation that requires dedicated officers to police their railways.

Witnesses

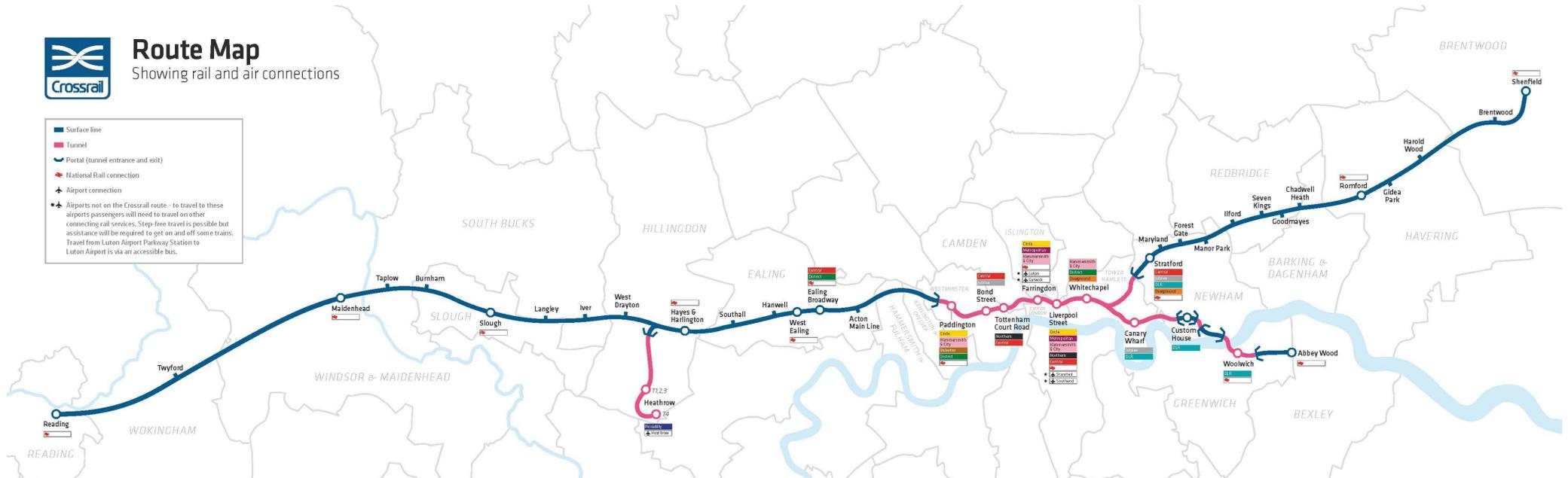
Representatives from the following organisations have been invited to attend the meeting:

- Ballymore (High Point Village)
- British Transport Police
- Hayes Town Business Forum
- Hayes Town Partnership
- Network Rail
- Transport for London
- U+I

Possible Key Lines of Enquiry

1. What communication is provided to local residents with regard to noise and disruption from the various construction works taking place on the Great Western line? How widely (and how regularly) is this distributed? How effective has this been (and how is this measured)?
2. What action is being taken to ensure that buses can resume access to bus stops in Station Approach, West Drayton?
3. What communication has there been regarding station access changes and entrance closures?
4. How are fly tipping and vermin dealt with on NR-owned land? How are residents able to report instances?
5. What action is taken to maintain NR land between properties and the line?
6. What impact, if any, has the delay in the completion of the Elizabeth Line development had on businesses and residents in the area? What action is being taken to mitigate any impact?
7. What makes up the largest part of BTP work in the Borough?
8. What are the most prevalent crimes dealt with by BTP in Hillingdon?
9. What action has been taken by BTP to reduce and prevent crime on the rail network in Hillingdon?

Appendix A – Crossrail Route Map



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Appendix B - BTP Divisional Map

