



Agenda Item:	Reference: HACC.495
Date: July 14 2007	
Bus Access to Heathrow Airport – Views of the GLA London Assembly Transport Committee	

Passenger Services Sub-Committee

1. Members will recall that they have been consulted in recent months about the proposals for bus services to be provided to Heathrow Airport, in particular those to serve T5 from within Greater London, and also that Peter Bradley, Chairman of the Bus and Coach Group of the Heathrow Area Transport Forum, addressed the HACC about the whole range of T5 services, both from within Greater London and those which he understood are being proposed by the bus companies from outside that area which is unregulated.
2. Bus services within Greater London are the responsibility of Transport for London which is, of course, one of the functional bodies of the Mayor of London and it is chaired by him. The London Assembly has the power to keep under review the exercise by the Mayor of his statutory functions and, in that connection has considered the proposals for bus service to Heathrow Airport.
3. The Assembly's response to the consultation is at the Annexure to this report and members will note that some of the comments reflect the views of the HACC as well as introducing some not previously brought to our attention but with which members are likely to be sympathetic. The Assembly report records that amongst those of it's members who contributed to the Response was Geoff Pope who represents the Assembly on the HACC
4. The Assembly supports the principle that bus services should serve either of the two groups of terminals – but not both, and members may wish to consider if they agree?
5. The Assembly compares the seven bus routes to serve the CTA unfavourably with those proposed for Terminals 4 and 5 and calls for a re-think of the balance of services. Do members agree?
6. The Assembly calls for the frequency of the X26 coach route from Croydon to Heathrow to be increased from hourly to every 30

minutes, something the PSSC has previously supported, and that it should serve Terminals 4 and 5.

7. There are comments on a number of local bus services which members will wish to consider and it does recommend efforts to encourage airline passengers to be able to purchase Oyster cards saying that " they provide much better value for visitors to London"; this is in comparison of course to the extremely high fares which the Mayor has introduced for those not using such cards and who buy individual tickets for travel.
8. The Response records that for a passenger to travel on the Underground within the Airport, between T5 and T1, will require a change at Hatton Cross and a fare of £3.00,
9. In contrast, the Response notes that "a free BAA circular bus route will serve all terminals". Several years ago BAA was proposing to provide a Connectivity bus service which would have two routes, one running clockwise and the other anti-clockwise, around the airport to connect the various sites. Recent enquiries of BAA indicated that the scheme had been replaced in favour of other connectivity projects and members will no doubt wish to establish the current situation with BAA representatives.