



IN PARLIAMENT  
HOUSE OF COMMONS  
SESSION 2004-05

CROSSRAIL BILL

Against – on Merits – Praying to be heard by Counsel, &c.

To the Honourable the Commons of the United Kingdom of Great Britain and Northern Ireland  
in Parliament assembled.

THE HUMBLE PETITION of Gareth Pearce Chairman of MonoMetro Limited

SHEWETH as follows:-

- 1 A Bill (hereinafter referred to as "the bill") has been introduced and is now pending in your honourable House entitled "A bill to Make provision for a railway transport system running from Maidenhead, in the County of Berkshire, and Heathrow Airport, in the London Borough of Hillingdon, through central London to Shenfield, in the County of Essex, and Abbey Wood, in the London Borough of Greenwich; and for connected purposes.
- 2 The Bill is presented by Mr Secretary Darling, supported by The Prime Minister, Mr Chancellor of the Exchequer, Secretary Margaret Beckett, Mr Secretary Hain, Secretary Alan Johnson, Secretary Tessa Jowell, and Derek Twigg.
- 3 Your petitioner objects to the bill to Make provision for a railway transport system running from Maidenhead, in the County of Berkshire, and Heathrow Airport, in the London Borough of Hillingdon, through central London to Shenfield, in the County of Essex, and Abbey Wood, in the London Borough of Greenwich; and for connected purposes.
- 4 Your Petitioner is Architect Gareth Pearce, Chairman of MonoMetro Limited a British Registered Company No 3436599 established in 1997 to lead a group of manufacturing companies including Corus, Pandrol, Pullman Design & Fabrication, Force Engineering, Intelligent Engineering, SKF (Bearings) and Silvertown (UK) Elastomers, and with consultants W S Atkins, Construction Cost Consultants Faithful and Gould, Architect Expert Michael Wilkey, and Transport Engineer Expert Morrison Renfrew, in the design of a modular kit of beams, columns and stations aesthetically suitable for implementation within the London urban environmental context as an ultra-lightweight suspended narrow gauge mass transit railway New Regional Metro known as MonoMetro.
- 5 Your Petitioner and the rights and interests of MonoMetro Limited are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing.
- 6 The New Regional Metro project submitted as the "Crossrail Bill" utilises 19<sup>th</sup> century railway technology. Due process requires independent statutory assessment of candidate technologies for all intended public transport works. This allows independent analysis allowing comparison on merit before selection of the technology offering best value for money for the project. The body responsible for carrying out statutory assessment is Transport for London. MonoMetro has never undergone any form of statutory assessment by TfL while The London Mayor Ken Livingston wrote to MonoMetro Limited saying: "I do not believe that an independent review of MonoMetro would be an acceptable use of public money and I do not propose to undertake such an activity". TfL have levelled a barrage of non-technical criticism at

**IN PARLIAMENT  
HOUSE OF COMMONS  
SESSION 2005-06**

**Crossrail Bill  
PETITION OF Gareth Pearce Chairman of MonoMetro Limited**

**AGAINST, By Counsel, &c.**

**MonoMetro in the press making among other claims that "MonoMetro is an anoraks dream" (Financial Times June 2004). This impropriety has permitted the most expensive technology to be unfairly privileged for the New Regional Metro without having been selected on merit from candidate technologies. The Crossrail Bill is a result of a breach of due process. The Crossrail bill if enacted will privilege the selection of 19<sup>th</sup> century railway technology for a New Regional Metro without rightly considering MonoMetro on its merits.**

- 7 Your Petitioner reminds Parliament that Crossrail is an £11.2 billion project alleged to reduce traffic congestion in London by a mere 3%. MonoMetro as a 270Km network of New Regional Metro has been carefully calculated at a cost of £8.7 billion. MonoMetro Limited claim the right to have MonoMetro statutorily assessed as a candidate Technology for a New Regional Metro without consequent loss of fair opportunity of interests injuriously affected by the Crossrail Bill if enacted.**
- 8 Your petitioner objects to the Crossrail Bill on the grounds that railway technology is not yet selected according to due process and submits the evidence of MonoMetro to be considered by Parliament as an equal candidate for the New Regional Metro project.**
- 9 Your petitioner has been contacted by The Lord Coe with respect to MonoMetro transport for the Olympics in 2012. MonoMetro Limited is able to provide mass transport from Heathrow through the West End and the City, to Canary Wharf, Stratford and the Olympic venue and through the Lea Valley to satellite car parking north of the M25, with a second route linking Wembley, Paddington and Liverpool Street. These routes can be completed by 2012.**
- 10 Your Petitioners respectfully submit that the Crossrail Bill should not be allowed to pass into law but that the evidence of MonoMetro should first be properly considered so that the decision on the choice of technology and New Regional Metro project can be fairly considered.**

**YOUR PETITIONER therefore humbly prays your Honourable House that the Bill may not be allowed to pass into law and that they may be heard by their Counsel, Agents and witnesses in support of the allegations of this Petition against the Bill as affects the property, rights and interests of your Petitioners and in support of such other clauses and provisions as may be necessary or expedient for their protection, or that such other relief may be given to your Petitioner in the premises as your Honourable House shall deem meet.**