

Western Access to Heathrow

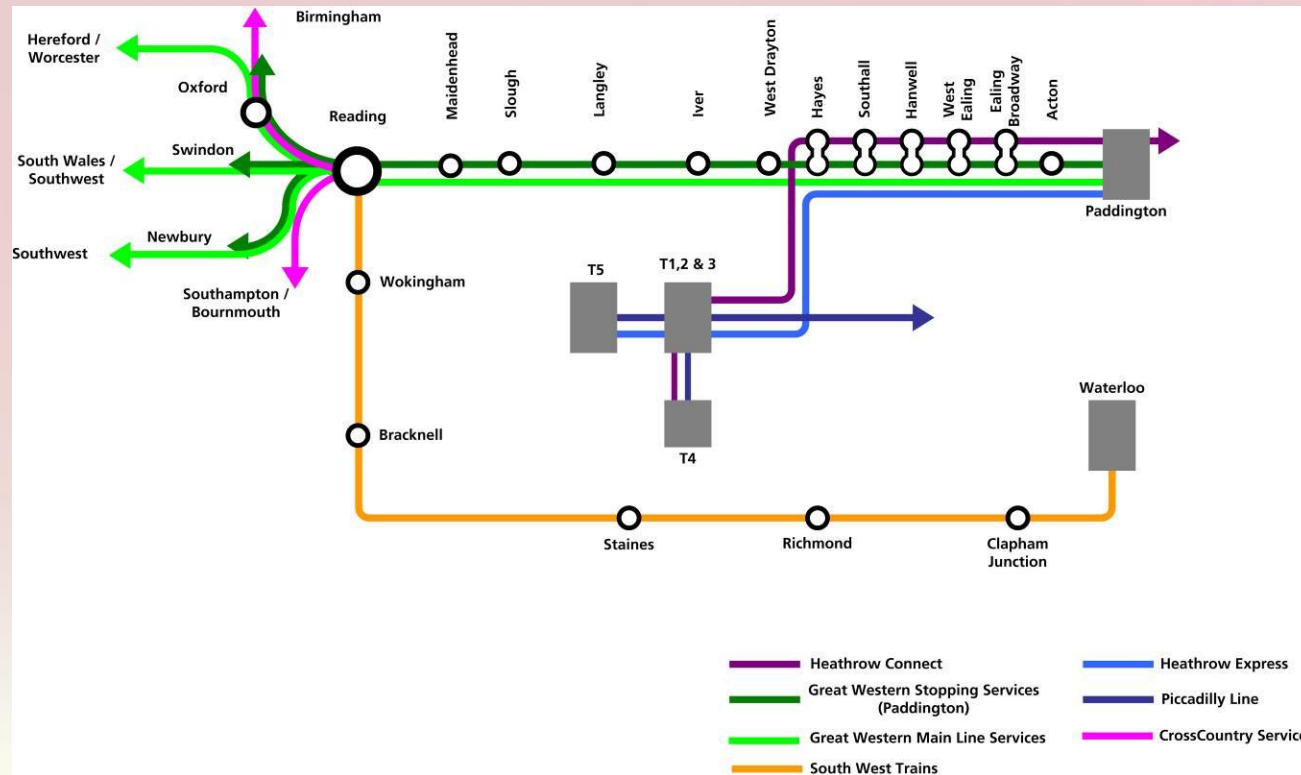
Western Access to Heathrow (WRATH)

- Overview
 - The History
 - What is WRATH
 - Benefits
- Project Update
- Next Steps

Overview | The History

- Thames Valley is a successful economy
- Heathrow Airport is the UK's only International Hub Airport
- P & P Sector in the TV & Berkshire came together to consider WRATH as it is a major transport priority
- BESB, TVEP, BSTF commissioned Atkins to study Technical Feasibility of WRATH
- Key Gateway towns of Slough and Reading have highlighted accessibility to Heathrow as a priority to retention and growth of their economies

The current network



440,000
Journeys to
Heathrow From
Slough

680,000
Journeys to
Heathrow from
Reading

So where's the
connection?

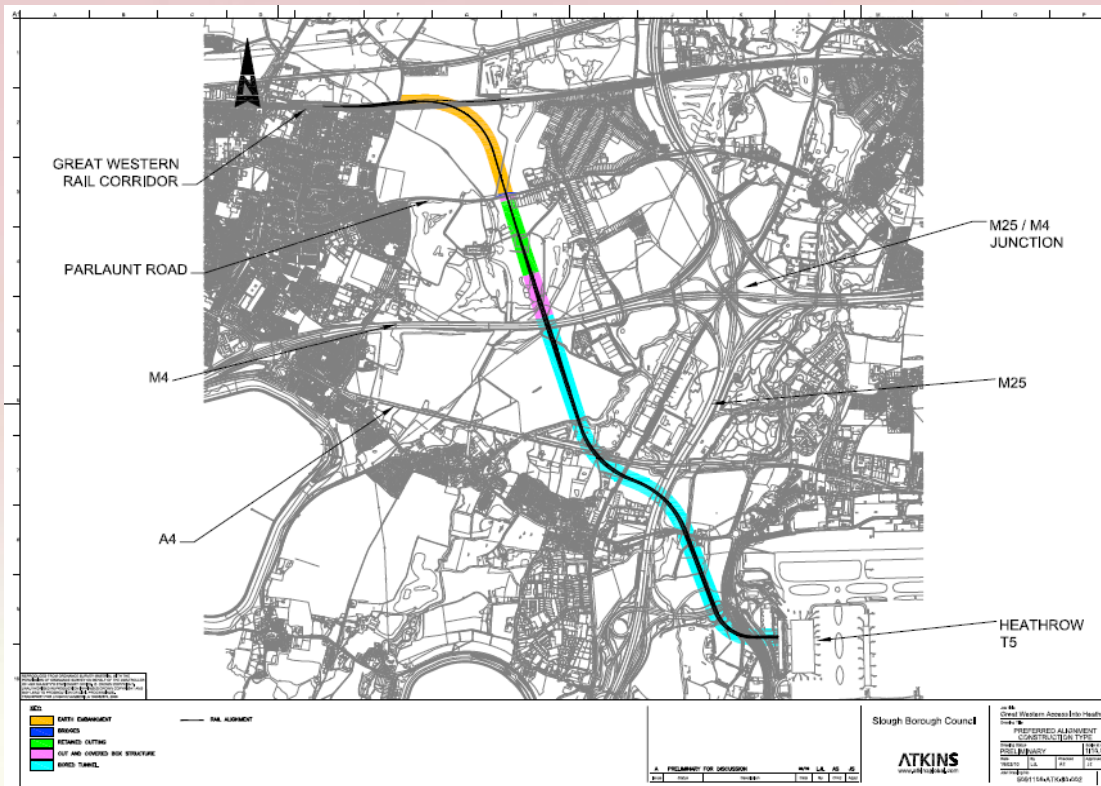
Overview | What is WRATH

A direct Western Rail Connection from the GWML to Heathrow T5 that will:

- Reduces the need to travel into London and interchange
- Capture local and national trips to Heathrow (Slough, Reading Key generators of Heathrow Traffic)
- Will reduce journey times to Heathrow but increase journey reliability for businesses and commuters
- Will address the 'Strategic Gap' to/from Heathrow for the Thames Valley

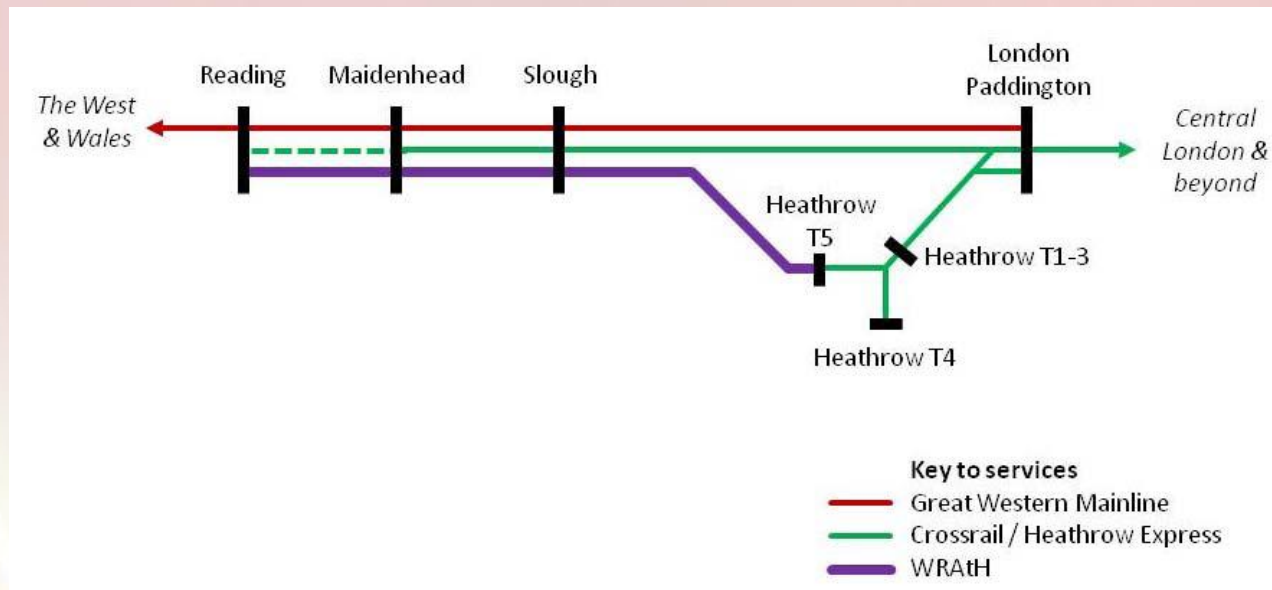
Overview | The Proposal

- 4Km new track east of Slough
- Construction mainly 'off-line' - less costly and disruptive
- Delivery by 2019 to fit with Cross Rail



Overview | The Proposal

- Planned timetable will mean journey times of:
 - c.6mins between Slough - Heathrow
 - c.29mins between Reading – Heathrow
- A better connected Thames Valley



Overview | Benefits

Some of the benefits of WRATH include:

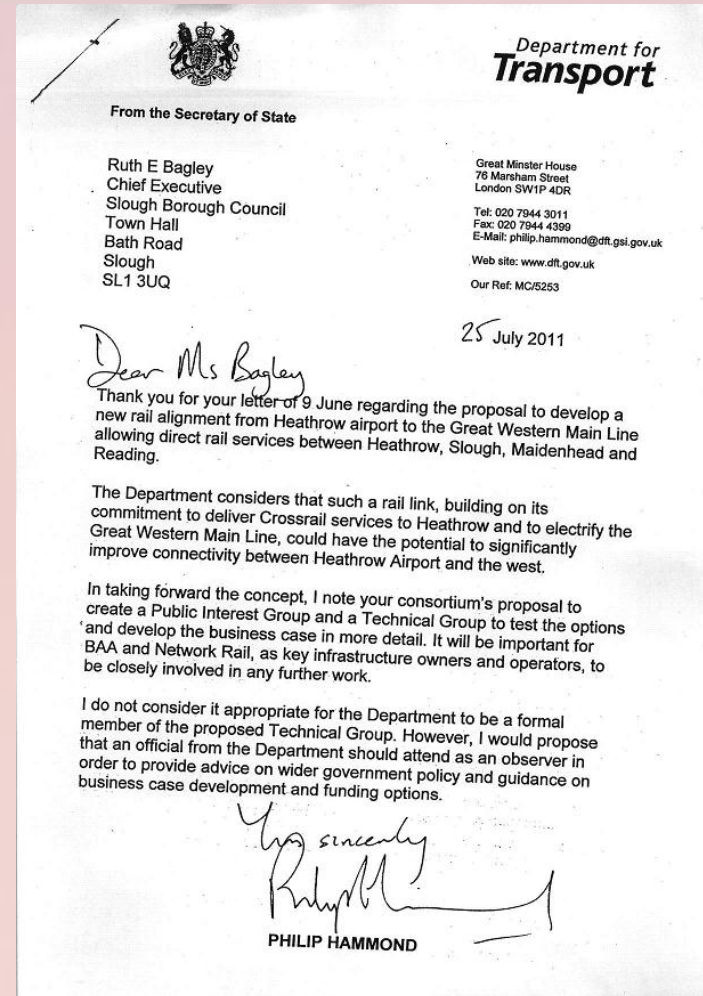
- Improved journey experience
- Tackling the capacity gap on GWML
- Reduced journey times and cost associated with travelling to Heathrow
- Offering a viable non-car travel option to Heathrow from the west, thereby enhancing attractiveness of beneficiary locations for investors
- Reducing congestion and emissions
- Supporting retention of employment in the Thames Valley; and
- Strengthening Heathrow's competitive position

Project Update

- Slough Borough Council have been leading WRATH project on behalf of TV LEP and BSTF since 2008/09
- WRATH is Transport Priority for TV LEP
- Submission to RGF Round 1 for development funding
- Bid unsuccessful but SoS directly approached about WRATH
- Met regularly with key stakeholders to lobby for a policy commitment from Government
- Completion of high level technical studies and economic value study

Project Update

- Slough have safeguarded proposed route
- Have met SoS and secured his support for WRATH
- Public Interest Group established by SBC
- Technical Interest Group is currently being established



Project Update

Secured a commitment from Network Rail to develop WRATH via London & South East RUS published July 2011

“More detailed development of potential new rail routes to serve Heathrow airport is recommended, initially focussing on a detailed study regarding a new western access to allow through-running services. Such a link would provide connections at Reading to the West Country, South Wales and the West Midlands. This further analysis would need to be undertaken jointly between DfT, the rail industry, BAA and local stakeholders”

Options for new rail routes to Heathrow Airport		
Option J1	BAA Heathrow Airtrack.	Transport and Works Act (TWA) is now not proceeding in the near future. An alternative means of providing access to Heathrow Airport from the Windsor lines is provided by Option J3.
Option J2	Heathrow Airport Western connection (North).	Would enable up to 4tph Crossrail semi-fast services to be extended to Reading via Slough over a new line. Recommended for detailed consideration.
Option J3	Heathrow Airport Western connection (South).	Would enable up to 4tph Crossrail semi-fast services to be extended to Staines over a new line. Recommended for detailed consideration, as an incremental step towards Option J1.
Option J4	New High Speed Rail station complex serving Heathrow Airport directly.	The Government's proposed High Speed Rail strategy includes a new station at Heathrow Airport, to be provided when the High Speed Rail network is extended beyond the West Midlands to Manchester and Leeds.

Next Steps

Funding

High Level Design completed however detailed design cannot be funded locally

Major interest in infrastructure aspect but we need to have a design!

Private Vs Public Sector funding?

Development

Need to undertake design development, financial forecasting and planning to secure support of private sector

PIG

Broaden membership of PIG to get support for project

Next Steps

Public Interest Group

- To lobby and secure support for the project from both private and public sector
- To identify key issues and steer the project
- To identify funding sources and fast track the development of the project
- To establish a Technical Interest Group to oversee development of the project to ensure local benefits are not lost
- Shadow board identified
- Why not join?

PIG Members



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