Western Rail Link to Heathrow (WRLtH)

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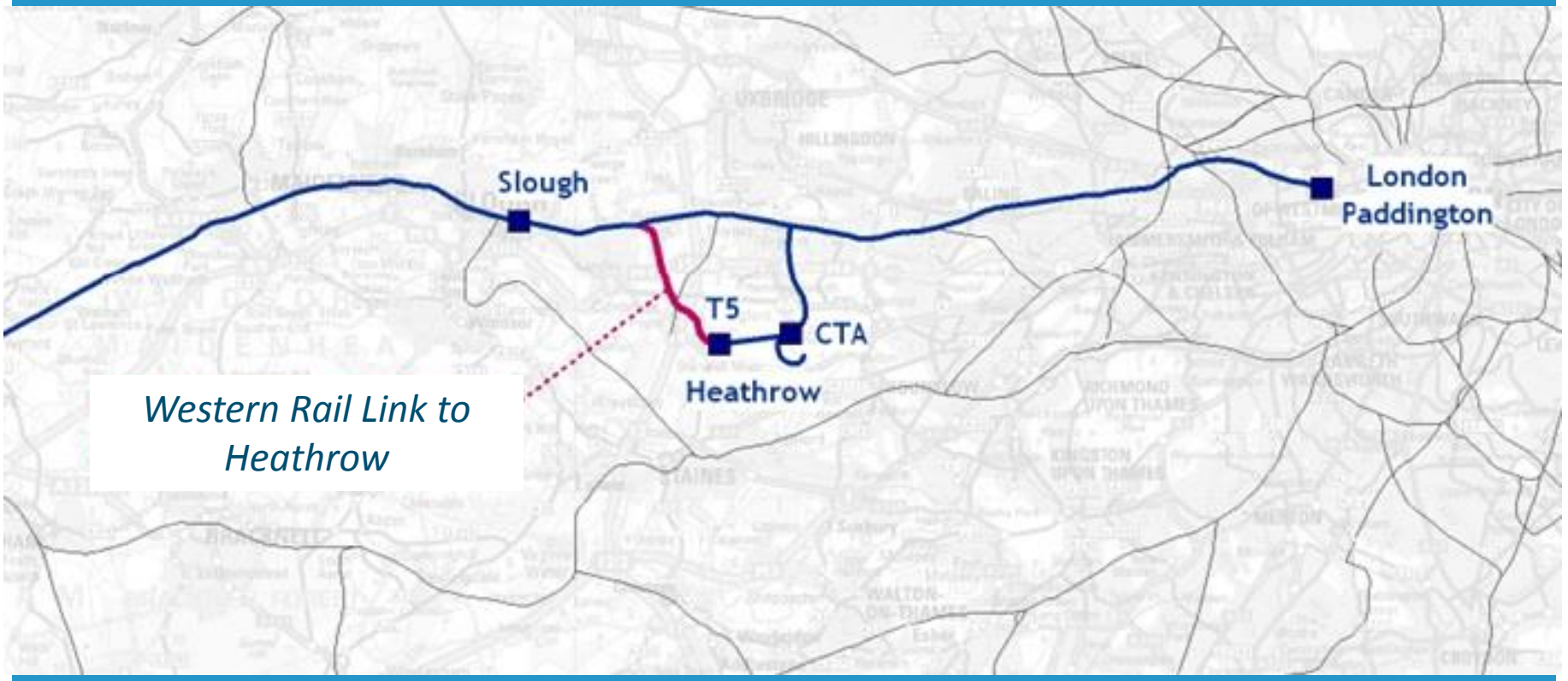
Working for you.

Project Overview

- WRLtH is a proposed new direct rail link from the West to Heathrow providing a step change in journeys to Britain's busiest airport through fast, frequent and reliable train services
- Project is a Nationally Significant Infrastructure project and requires the submission of a Development Consent Order
- The scheme is not dependent on airport expansion
- Project design is reaching maturity following extensive consultation to optimise the route and design solution
- Working with the Department for Transport and Heathrow Airport Limited
- Project is currently only funded for development, further funding subject to a satisfactory business case and agreement of acceptable terms with the Heathrow aviation industry

Route Map



The new rail link connects to the existing rail tunnels allowing passengers to travel directly to the Central Terminal Area (CTA)

Currently 97% of people travelling to Heathrow from the West do so by road

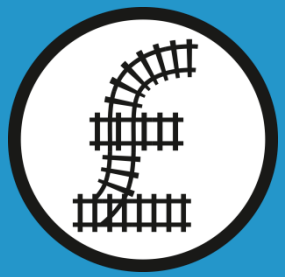
Potential journey time savings

4 trains per hour in each direction with all trains calling at Reading and Slough and alternative trains calling at Twyford and Maidenhead

	Current	WRLtH	Av. Car journey times to T5
Reading	68 mins	26 mins	40-60 mins
Twyford	67 mins	21 mins	30-45 mins
Maidenhead	59 mins	14 mins	20-35 mins
Slough	52 mins	6 mins	15-25 mins

Environmental and Economic benefits

Excellent **transport links** with international markets to secure trade and investment



Predicted 42,000 **new jobs** nationally

55% of the journeys are extracted from road

CO2 emissions reduction equivalent to **30 million road miles** per year

Predicted over £800m of **additional UK economic activity**

More places in the South & South West are within the '**Golden Hour**' travel time to Heathrow

Additional 20% of UK population within one interchange to Heathrow

What's changed since last consultation

Following on from the 2016 consultation the following changes have

Change in gradient of the open stretch of railway now means no platform alternations required at Langley station and reduced impact on Horton Brook

HS2 depot is now no longer required

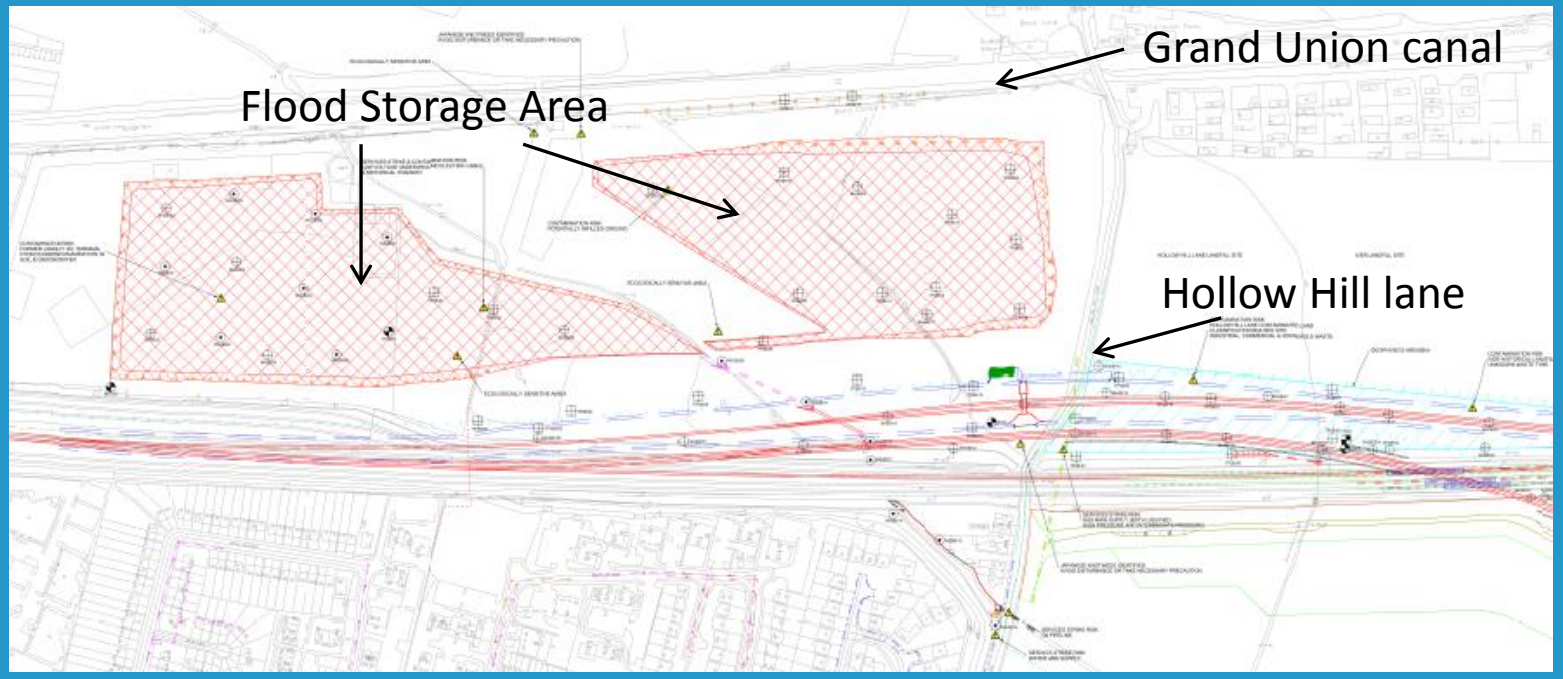
CEMEX have started work on mineral extraction south of the GWML

We have two alignments for the last section of the tunnel closest to Heathrow

New portal access building to the South of the GWML for safety and maintenance access

What's changed since last consultation cont.....

In 2016 the EA changed the climate change guidance, this changed our flood models, flood storage design, constructability and ultimately programme.



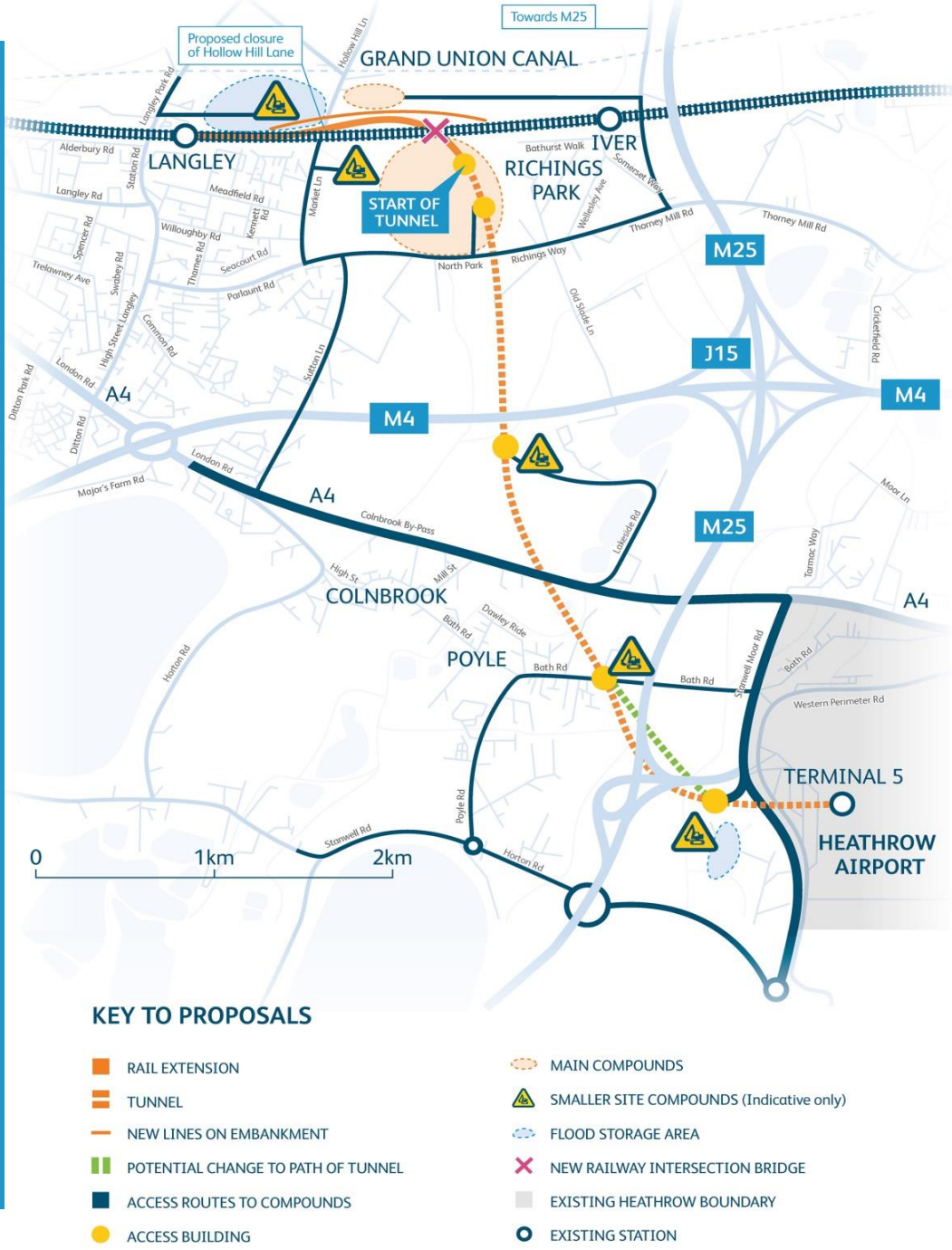
The New Rail link

Approx. 6.5km of new rail infrastructure
5 access shafts above ground along the line of route
Connects to existing stub tunnels at Heathrow

Interfaces with other projects including:

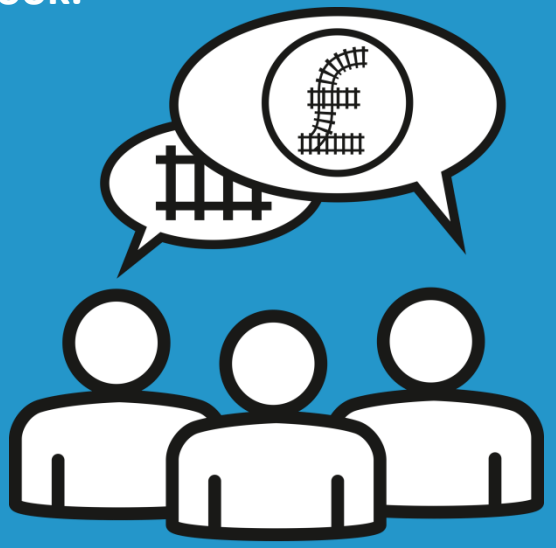
- **Proposed Third Runway at Heathrow**
- **CEMEX mineral extraction**
- **Proposals for Southern Rail Access**
- **Smart Motorways M4 and M25**

Note HEx depot at Langley no longer required



Consultation

Consultation runs from 11th May to the 22nd June – 18 events in the local areas, Iver, Iver Heath, Langley, Richings Park, Colnbrook.



Deposit points for documents

- South Bucks District Council offices
- Iver Heath Community library
- Iver Parish Council offices
- Slough Borough Council offices
- Library and the Curve in Slough
- Langley library
- London Borough of Hillingdon Offices
- West Drayton library

Duration of the consultation is 6 weeks which is over the statutory 4 week consultation requirement.

People can feed back via post, email, online via consultation hub and on the phone.

Environment

A full Environmental Impact Assessment (EIA) will accompany the DCO application

Our preliminary assessment identifies the need to:

- Minimise noise and vibration
- Minimise the release of dust and emissions into the atmosphere
- Carry out planting to make up for the loss of habitats

Construction

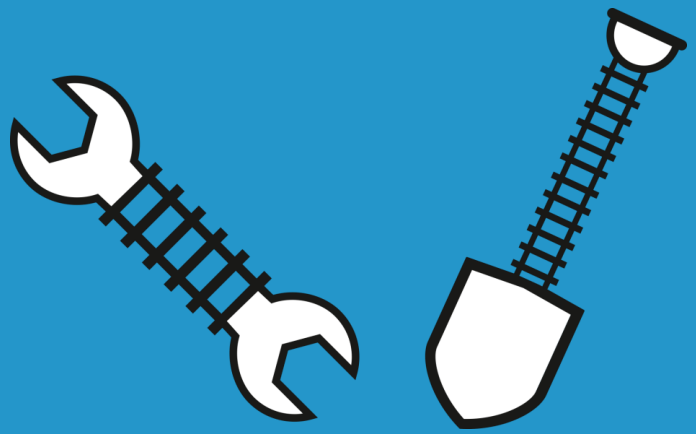
Main construction work would take about 5 years to complete which includes 15 months of 24-hour tunnelling.

A number of temporary compounds would be established.

Likely routes to site and compounds are identified as part of EIA.

We are working on ways to reduce the amount of spoil material removed from site by road. Rail movement is one option and other local projects may use the material.

We will be consulting on the draft code of construction practice



Local road impact and minimising disruption

Hollow Hill Lane will need to close as a result of the new rail link.

We have been working to understand the impact that both construction and the Hollow Hill Lane closure will have on the surrounding road network.

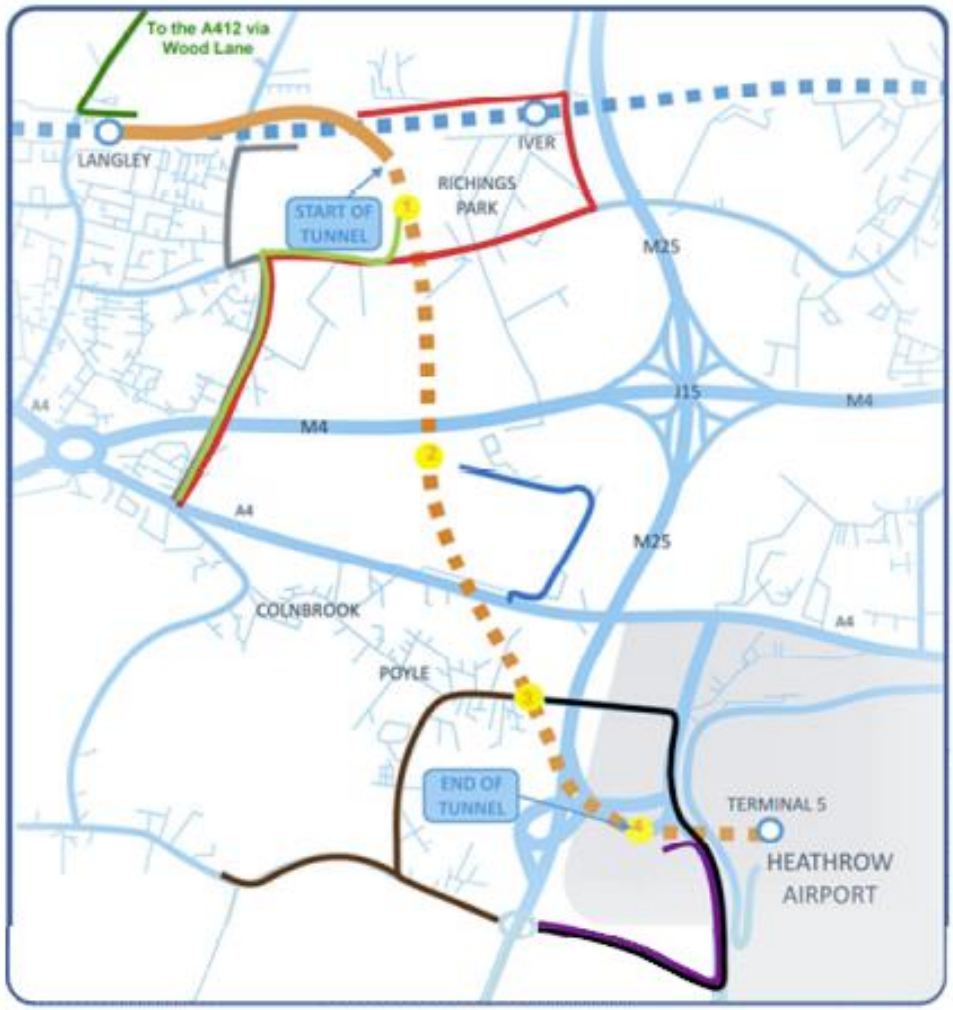
The assessment in the PEIR shows that the closure of Hollow Hill Lane at Chequers Bridge does result in impacts on traffic flows. The proposed mitigation will be to carry out improvements on the local road network, proportionate to the impact of the closures.

Network Rail considers that a new relief road is not required in conjunction with its proposed project. However, consideration will be given as to how any access road(s) to compounds maybe utilised upon scheme completion.

Any contribution to highway improvements will be proportionate to the EIA impacts assessed.

The cumulative impacts of CEMEX have been assessed during the construction phase

Proposed construction routing for all sites



Site	Routes
Langley North - Main Access	Langley Park Road / Wood Lane / A412
Langley North - Eastern Access	Thorney Lane South / Richings Way / North Park / Sutton Lane / Colnbrook By-Pass
Contaminated Material from North	Temporary storage in Langley South of the GWML
Langley South – Market Lane	Market Lane/ Parlaunt Road / Sutton Lane / Colnbrook By-Pass
Langley South – North Park	North Park / Sutton Lane / Colnbrook By-Pass
Shaft 2	Lakeside Road / Colnbrook By-Pass
Shaft 3 Earthworks	Bath Road West / Poyle Road / Horton Road / Stanwell Road
Shaft 3	Bath Road East/ Stanwell Moor Road / A3113
Shaft 4/ Cut and Cover	Stanwell Moor Road / Horton Road / A3113 / Stanwell Moor Road

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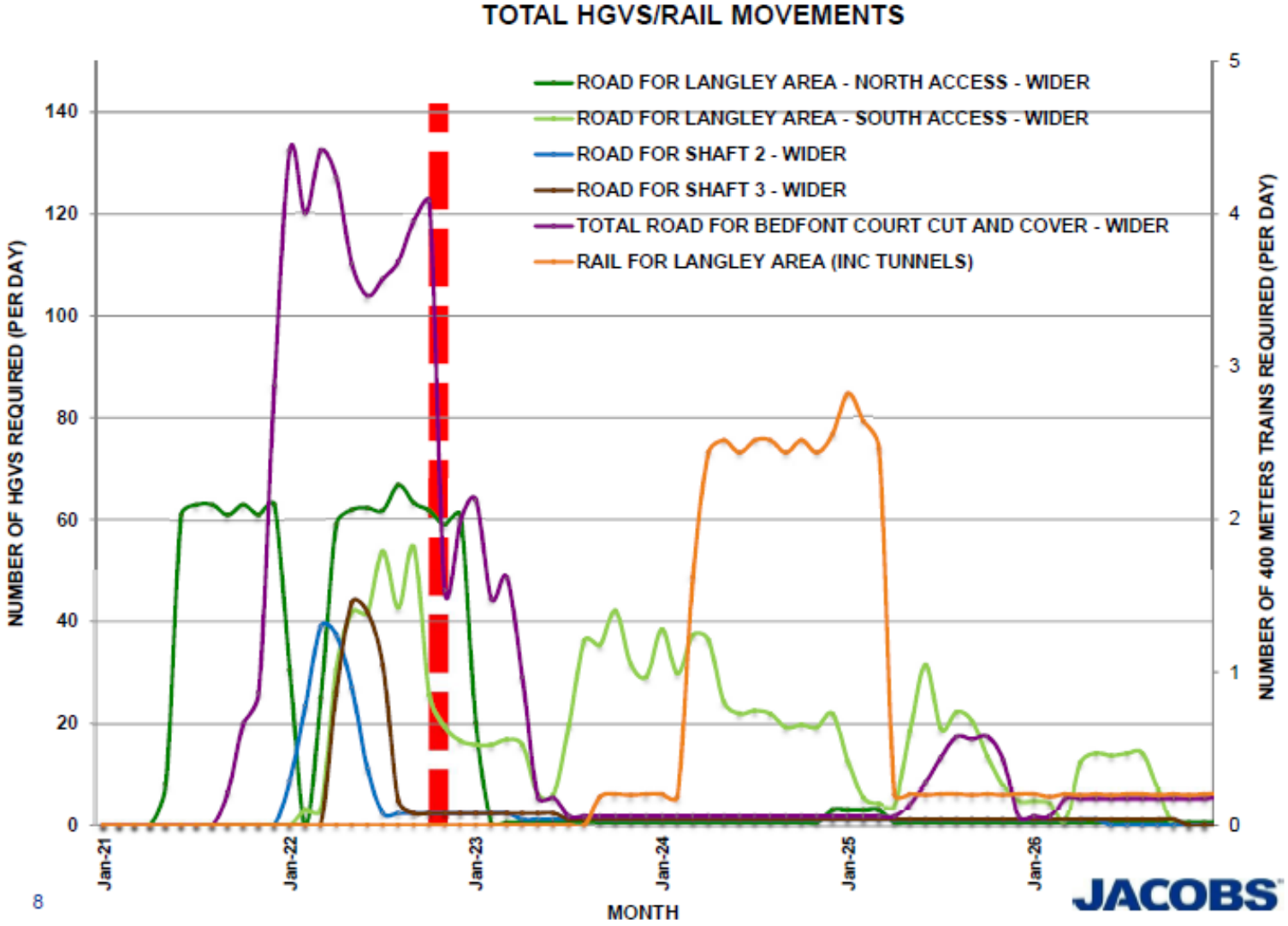
Peak Construction Traffic Flows October 2022



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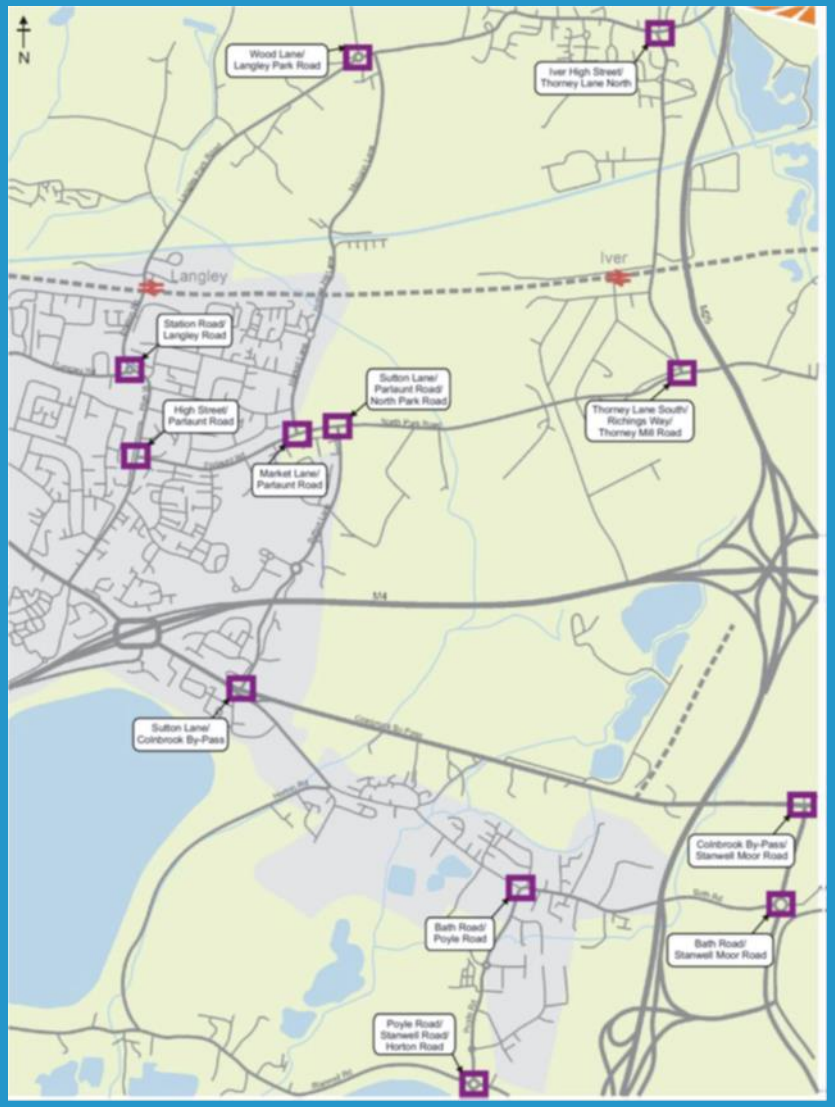
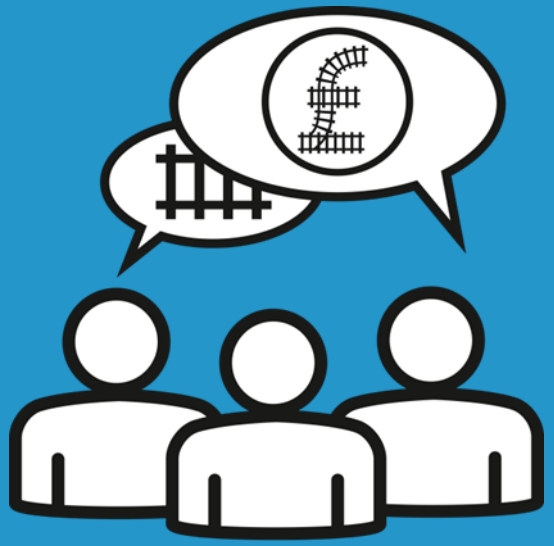
Further modelling

Construction traffic flow increases are low along the construction access routes. Further junction modelling to be undertaken this year to verify the preliminary impact findings of the PEIR using the Slough Strategic Transport Model.



Next Steps

- **Ongoing engagement with the Department, HAL and TfL.**
- **Carry out Statutory consultation in May/June 2018**
- **Freeze design and complete the Outline Business Case**
- **Secure Funding commitment**
- **Submit Development Consent Order mid-2019**
- **Main construction planned between 2022 and 2027**



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