

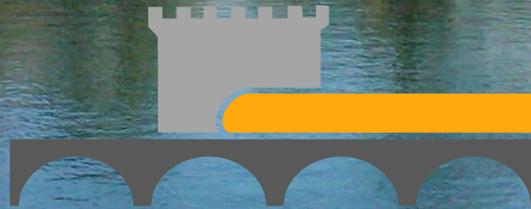
The Windsor Link Railway

Presentation to

Railfuture

London & South East regional branch

29 April 2017





Local MPs

Theresa May, speaking as the MP for Maidenhead:

*“Good train services from Maidenhead and Twyford to London are crucial, both for commuters who live in the local area and for local businesses. That’s why I welcome proposals from the **Windsor Link Railway** company, which could potentially provide much quicker journey times to south London and Waterloo. These have the additional advantage of being privately-led, reducing the burden on taxpayers as well as offering a new procurement model for infrastructure. This could potentially lead to billions of pounds of savings across the national network, offer more competition and break out of the cycle of ever-increasing passenger fares – making things easier for hard-working families.”*



12/06/2017

Adam Afriyie is the MP for Windsor. His office writes:

“Adam has seen that you have been in touch with Mr Hayes regarding the Windsor Link Railway project and has asked me to send across his support.

“Local transport is one of the many concerns brought up in conversation when Adam is out and about chatting with constituents around so many areas of the constituency. Indeed, so many people in the area commute to London. However, they experience levels of service that they are unsatisfied with.

“Adam would be pleased to see better rail services for residents from all parts of the constituency and much welcomes transport solutions that make travelling easier, enhance the area and enjoy the support of residents.”

26 October 2016

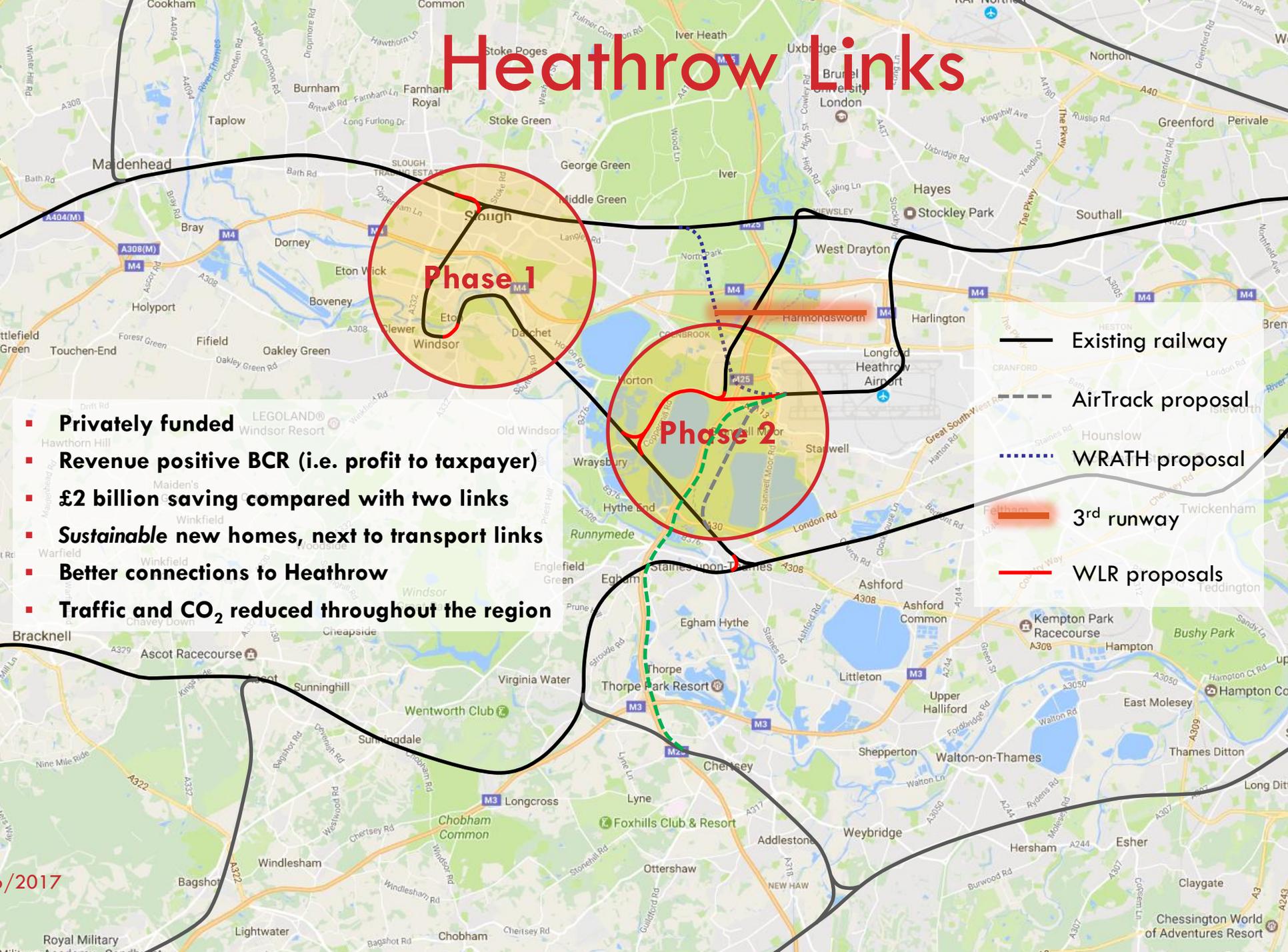




The Market

- Thames Valley to SW London
- Longer-distance journeys
- Faster routes to London
- Tourism
- Motorway interchange
- Heathrow

Heathrow Links

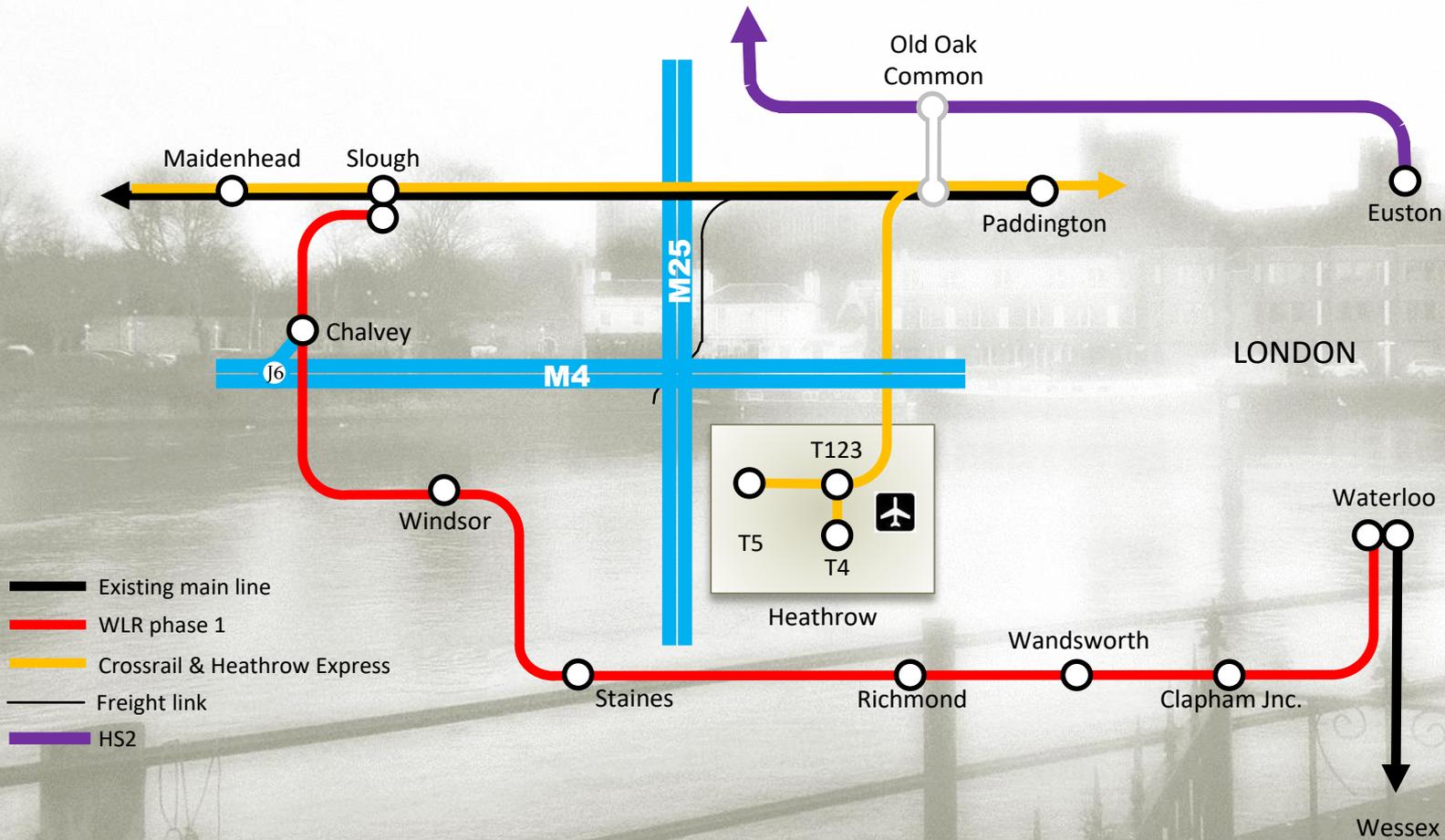


- **Privately funded**
- **Revenue positive BCR (i.e. profit to taxpayer)**
- **£2 billion saving compared with two links**
- **Sustainable new homes, next to transport links**
- **Better connections to Heathrow**
- **Traffic and CO₂ reduced throughout the region**

Existing railway
 AirTrack proposal
 WRATH proposal
 3rd runway
 WLR proposals



Train services – phase 1



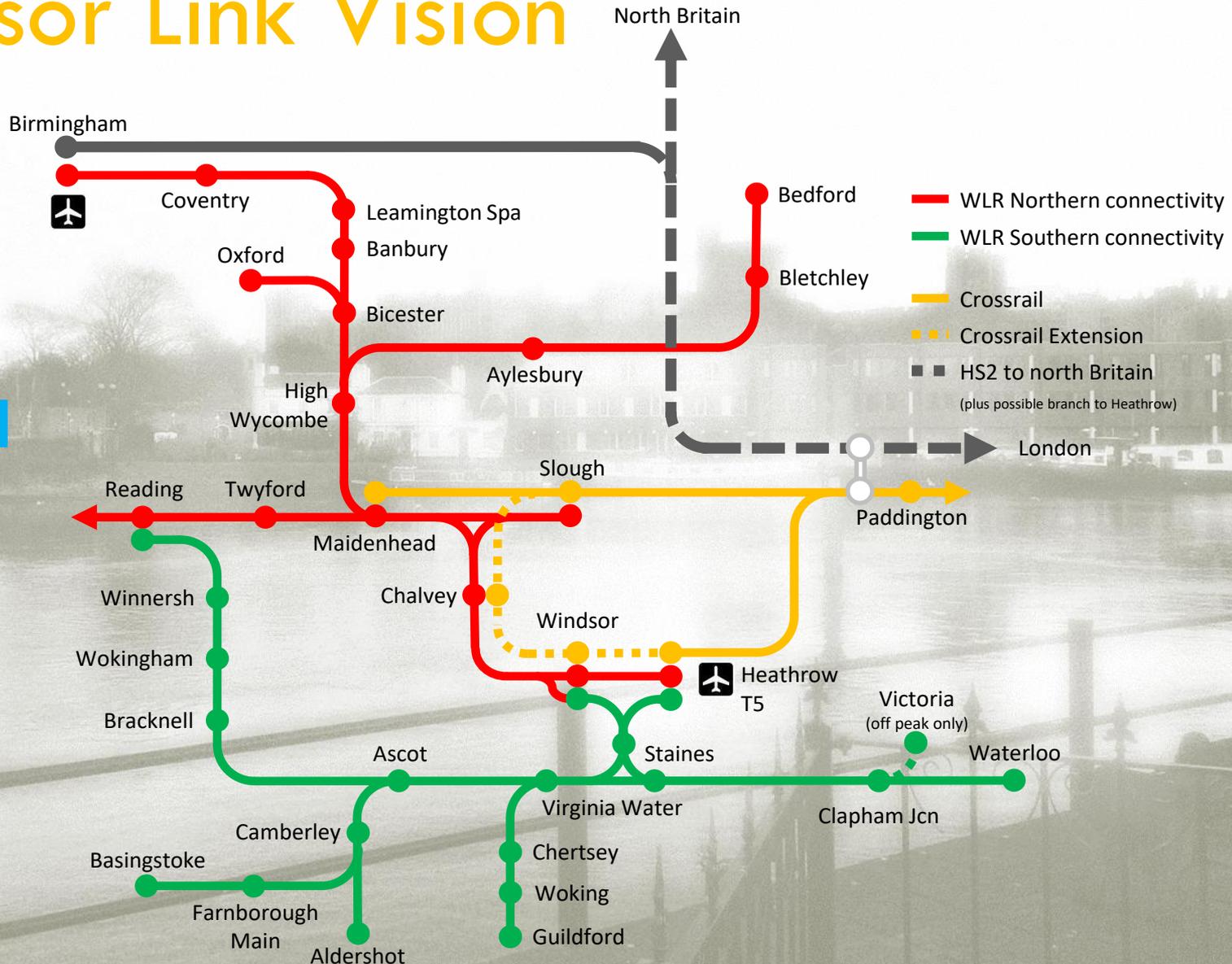


Windsor Link Vision

- A schematic showing a better connected region, establishing better orbital rail links – the beginnings of an

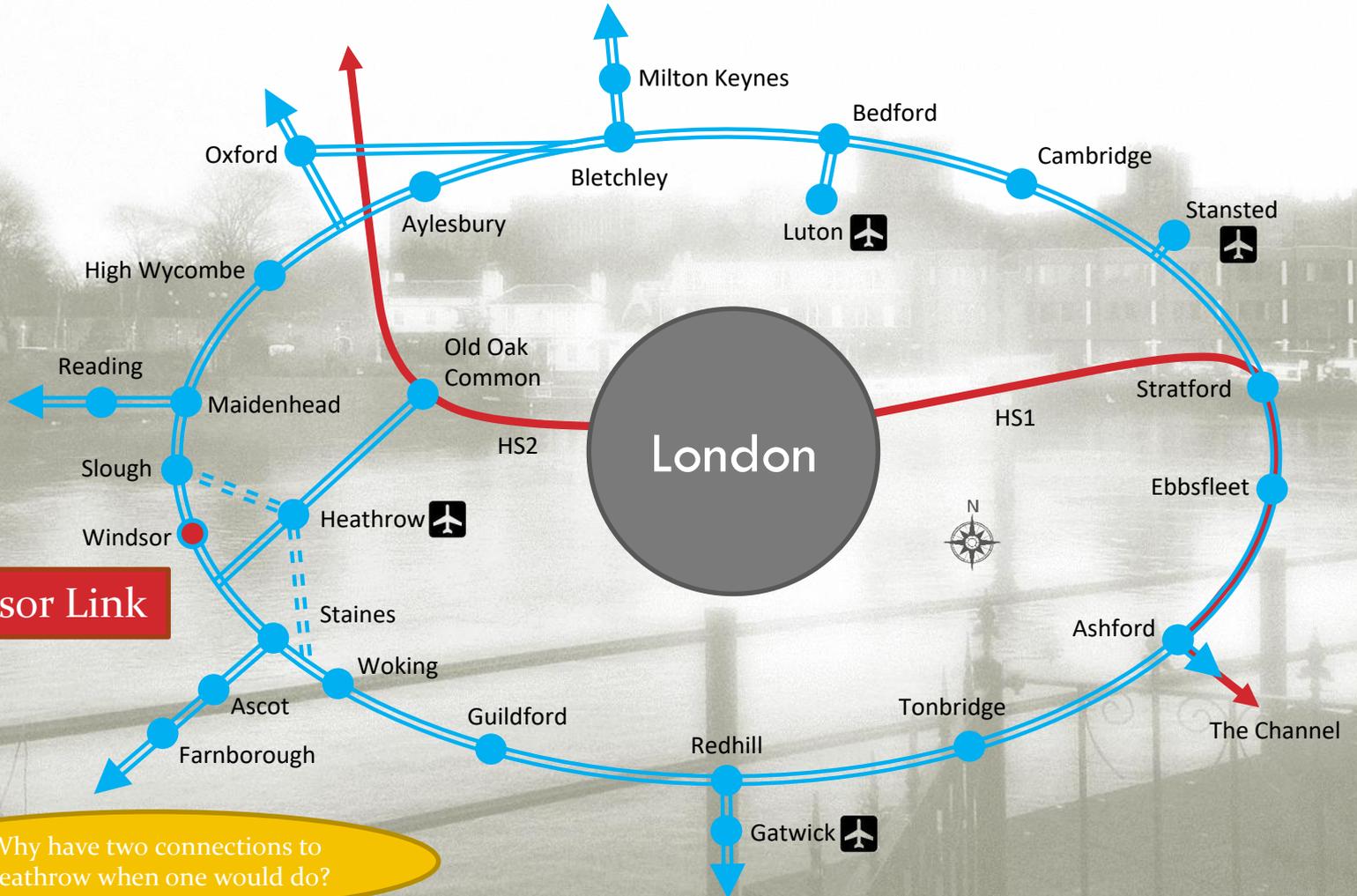
M25 railway

- Now that HS2 is going ahead, the green network to the south dramatically improves the return on investment by connecting millions more people to the north and taking up to 2 hours more off their journeys in addition that saved by HS2.





The M25 Railway



The Windsor Link

Why have two connections to Heathrow when one would do?



Heathrow

BCR comparison (existing)

Scheme	Cost (£b)	Cost year	Claimed BCR
WRAtH	1.2	2017	?
WRAtH	0.62	2012	2.0
AirTrack	0.67	2012	1.5
Southern Access	1.2 (?)	2016	6.8
WLR phase 1	0.36	2017	2.4
WLR phase 2	1.0	2016	Revenue +ve



What makes WLR different from other private investments in rail

- Property projects usually make a contribution to infrastructure. This can be by S106/CIL contributions or as part of the scheme (e.g. White City in London)
- Rail projects associated with property development are usually peripheral (e.g. sidings or station works)
- The rail element comes out of the developer's profit so he has an incentive to minimise it
- WLR is not a property project making a contribution to rail infrastructure but the other way around.
- WLR is, according to Network Rail, the first investment in the core network for over 100 years
- By putting the infrastructure first, better decisions can then be made on property development, without perverse incentives



Benefits of rail-led private investment

- Scheme promoters have an incentive to make the railway as efficient as possible, as their profits are linked to it
- Developers and promoters take a greater share of the infrastructure risk
- More innovation is encouraged
- Over time costs will come down and safety and customer-satisfaction will improve



Community benefits

- Improving and restoring the riverside and pleasure parks (as per this 1902 photo)
- Delivering better attractions for visitors, helping UK tourism and local residents
- Up to 1 million square feet of development opportunity, sensitively done



- WLR is a viable rail scheme in its own right – that is, it doesn't need significant subsidy from the property scheme
- It is linked to the property scheme in that it facilitates it and makes a more sustainable and profitable scheme for all parties
- As you can see from this photo, however, parts of Windsor really need some attention!

This is a view that millions of tourists see per year!

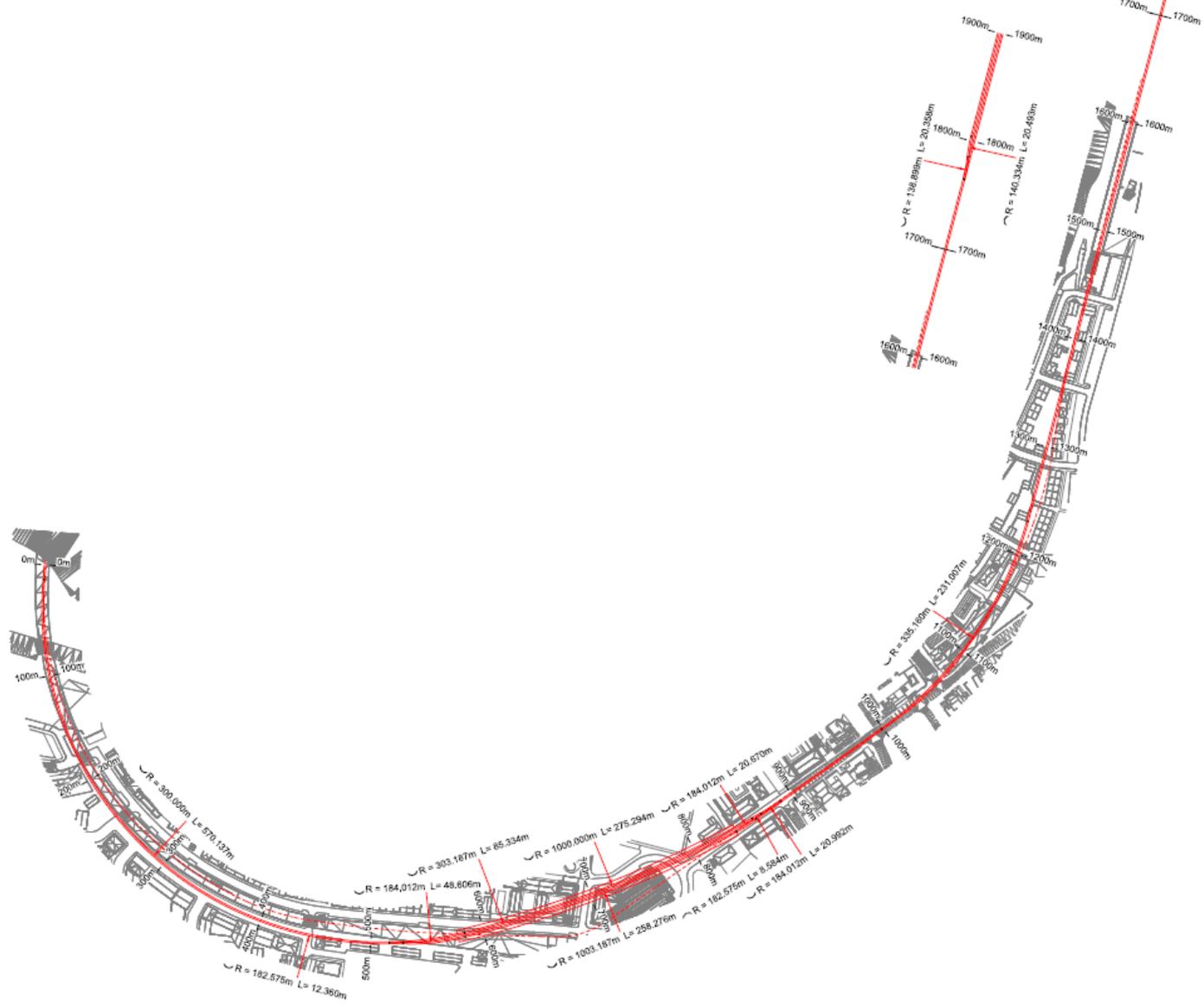
[Click here for a video of our vision of the future](#)

WINDSOR LINK RAILWAY
EXISTING SITE

1:1250 @ A0 / 1:5000 @ A4



- Single track from River Thames, Windsor 20m 56ch WIN to Windsor & Eton Riverside. Exception of double track for proposed station platform
- Proposed route kept off of existing viaduct while avoiding Windsor Class & Speedboard Assembly Services buildings
- Utilisation of a through platform
- Platform radius minimum of 1000m



REVISIONS				
NO	DATE	APP	CHK	DRN

NOTES:

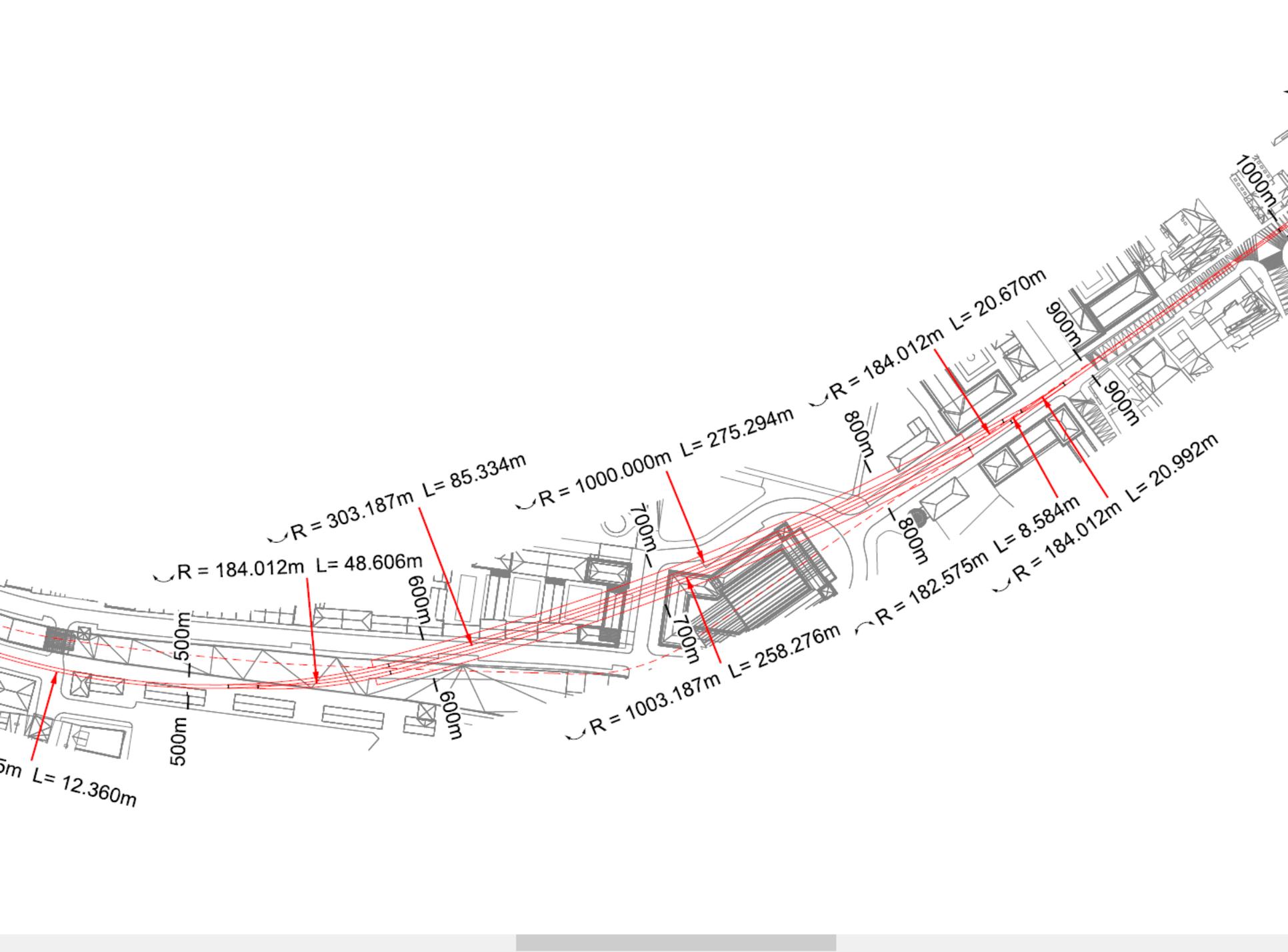
ARCHITECT / CLIENT / CONTRACTOR

Pell Frischmann

Project: Windsor Link Railway

Drawing Title: [Blank]

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Planning programme

Year	Action
2017 H1	GRIP 2 and development agreement with NR completed
2018	GRIP 3 completed. Formal public consultation and initial planning consent
2018	DCO application
2020	Earliest rail works would start
2022	Services open. Property development sales



Working with NR and DfT

- NR's initial assessment is that phase 1 of the scheme likely to be: *high value for money (BCR>2)*
- GRIP 2 completion, in partnership with NR, 1H2017
- Next stage to develop 'unsolicited bids' process with *Department for Transport*



Sir Peter Hendy, Chairman of Network Rail:

"We welcome Windsor Link Railway's aims to invest in the rail network and I understand there has been constructive dialogue with the Property and Network Strategy Departments of Network Rail, which I certainly encourage."

25 October 2016