

Windsor Link Railway

Presentation to Rail Future

7 December 2013

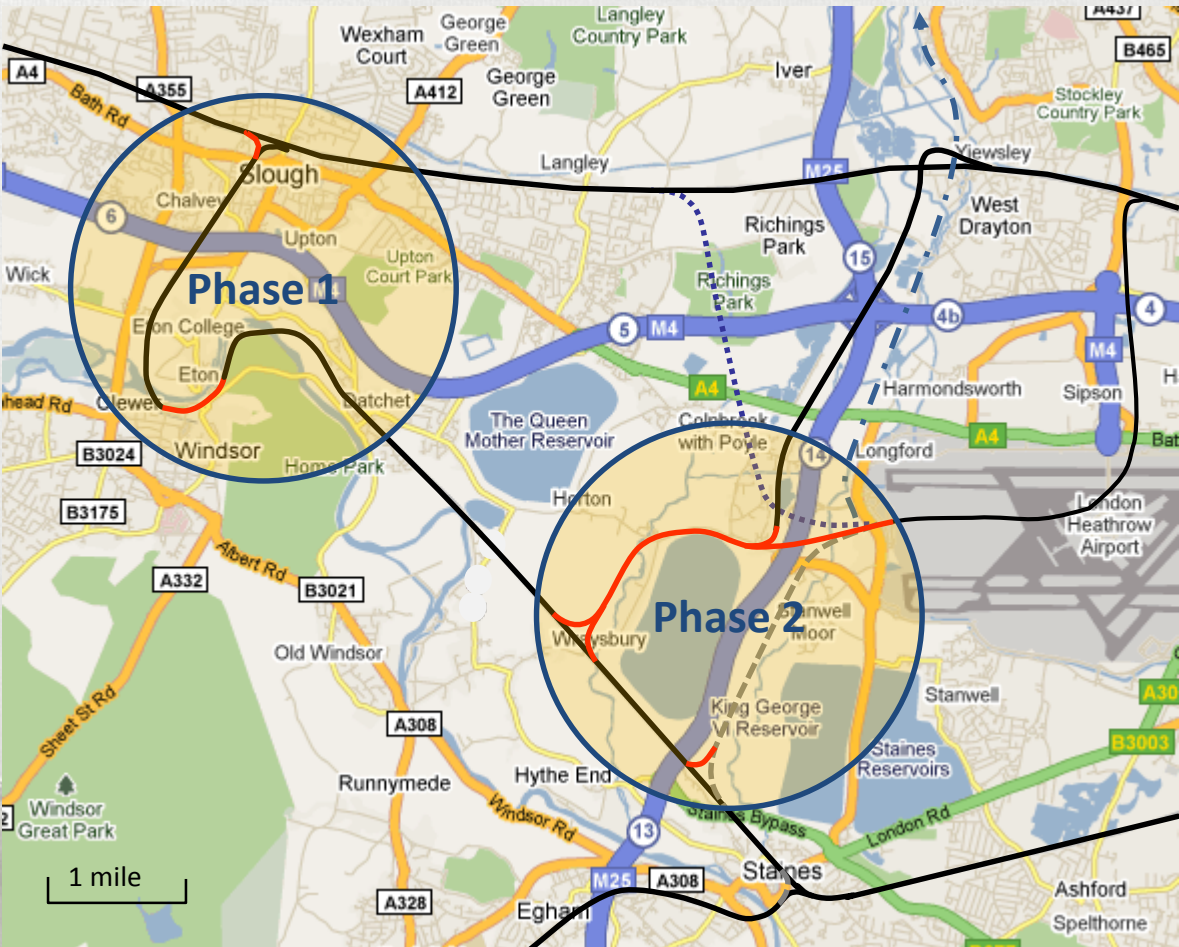
George Bathurst
Managing Director

www.windsorlink.co.uk



Railway deserts
and historical
anomalies

Heathrow western rail options



- Existing railway
- AirLite proposal
led by Wandsworth BC
- WRATH proposal
led by Slough BC
- AirLite+ proposal
led by WLR

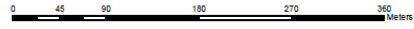
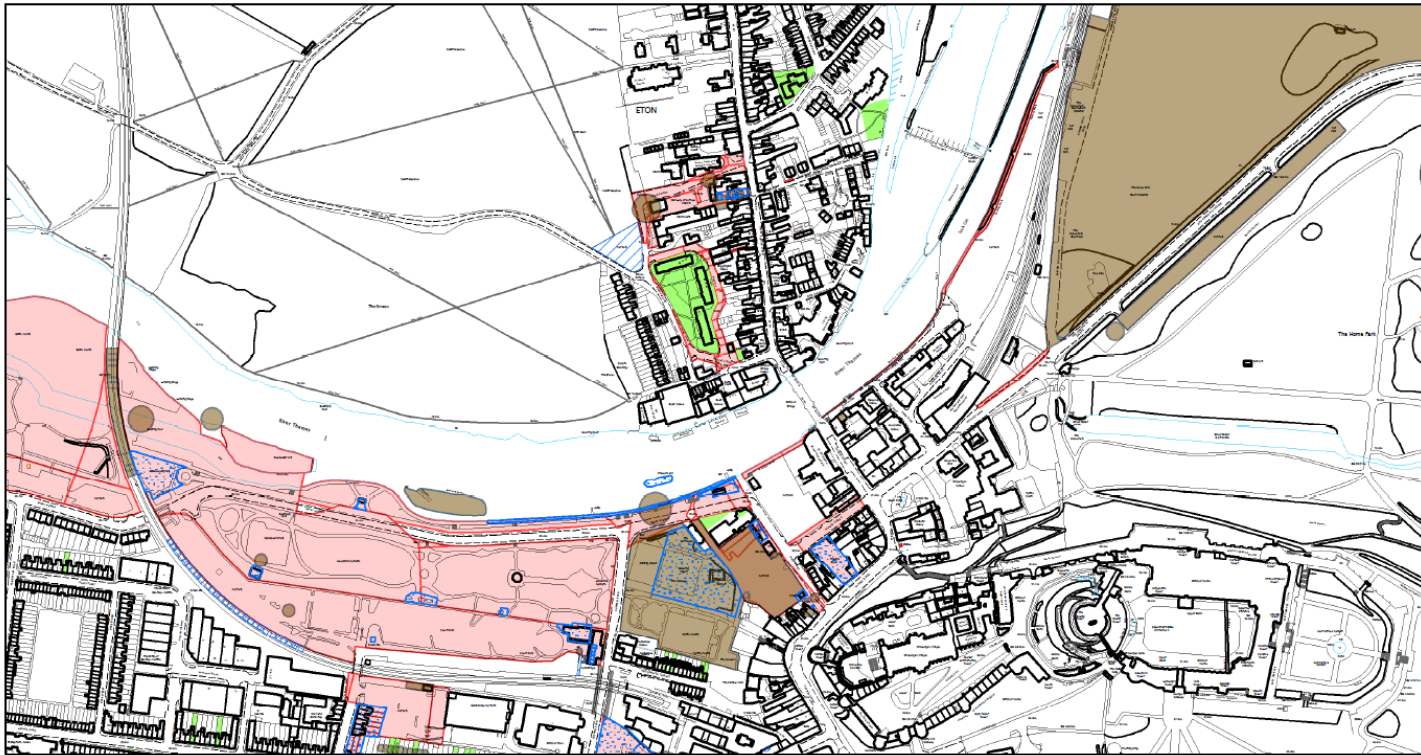
Current status of the project

- Network Rail has assessed the project as being *high value for money* under Department for Transport guidelines
- Network Rail has granted WLR a 20-year exclusivity period to develop the scheme and agreed to grant options over all its land relevant to the scheme
- The Alliance between SWT and Network Rail has given the scheme its formal support as a 'worthwhile addition to the rail network'
- Leading infrastructure development companies have assessed the scheme as technically viable and financially achievable and are keen to become WLR's development partner

Location Plan

Heathrow railway link - WINDSOR

Ordnance Survey ©
Scale: 1:5,000



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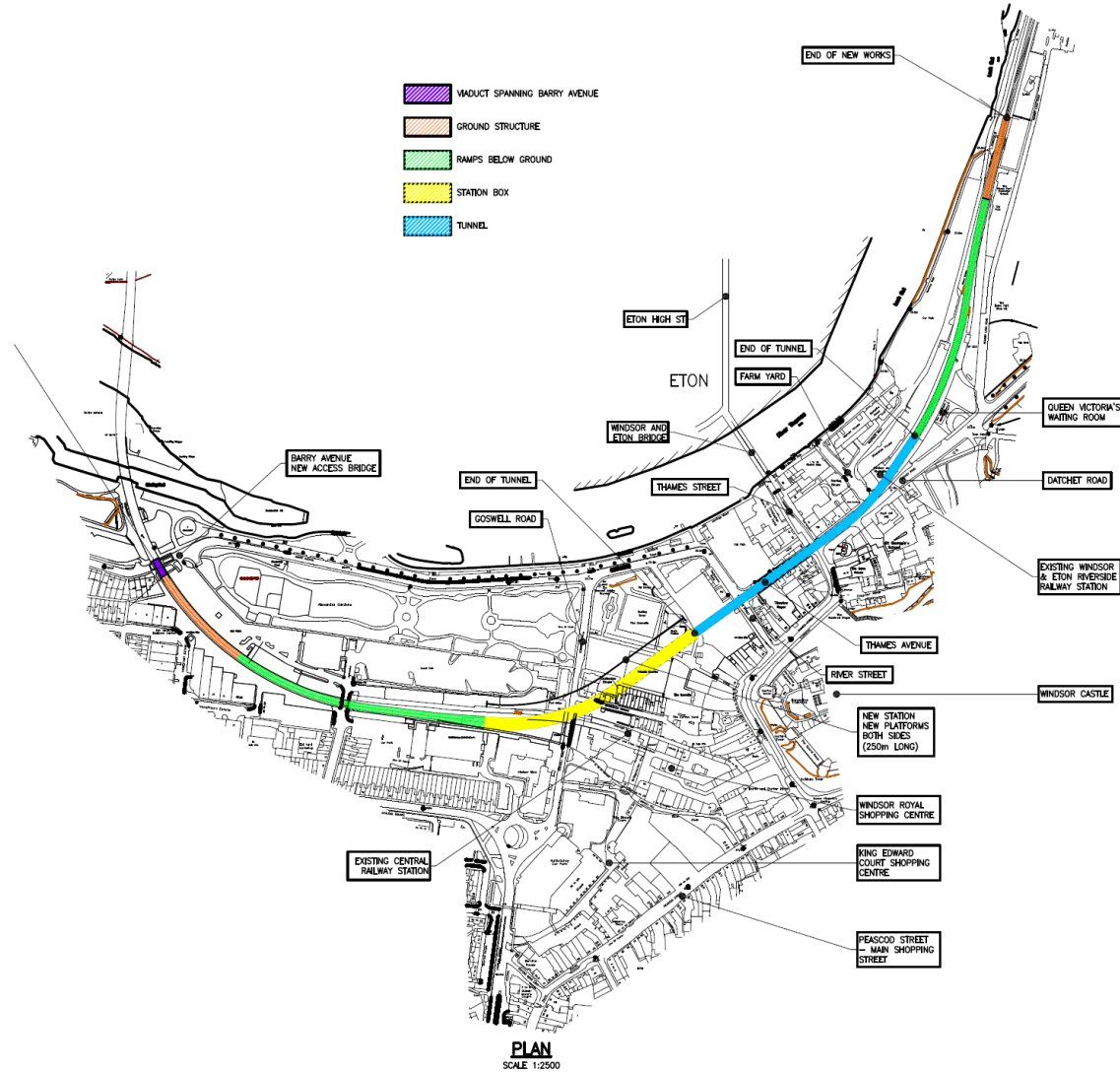


Challenges and Constraints

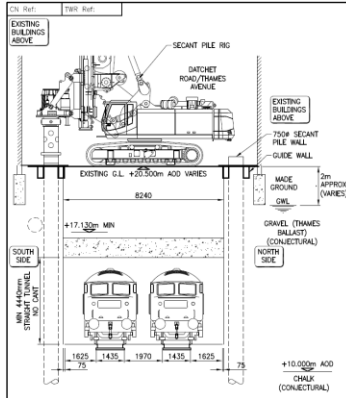


- Vertical and horizontal geometry
- Design standards
- Listed structures
- Properties and businesses
- Utilities
- Super-sensitive location
- Environmental aspects

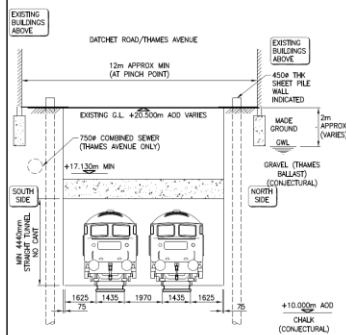
Alignment Option



Tunnel Options

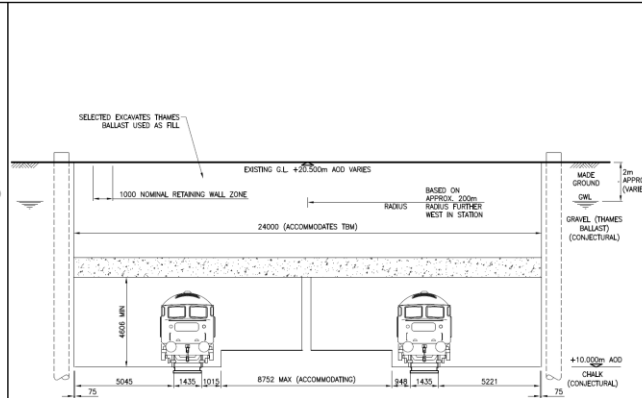


**SECTION B-B
CUT & COVER - SECANT PILES
MINIMUM SPEC ON STRAIGHT LINE
ONLY TRENCH
(NO CANT)
SCALE 1:100**

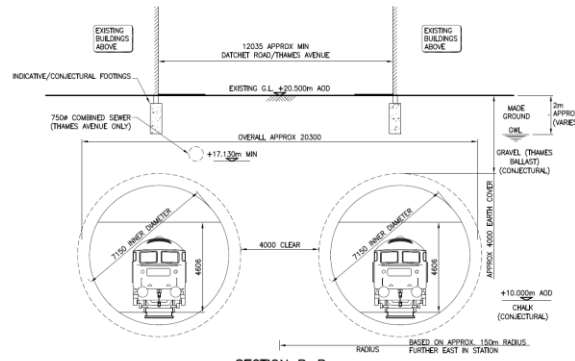


**SECTION B-B
CUT & COVER - SHEET PILES
MINIMUM SPEC ON STRAIGHT LINE
ONLY TRENCH
SCALE 1:100**

CUT & COVER OPTIONS

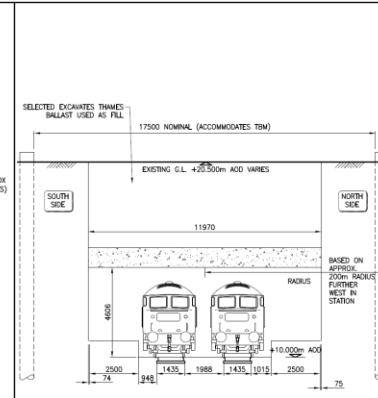


**SECTION A-A
MINIMUM SPEC - STATION SECTION FOR TWIN TUNNEL
SCALE 1:100**

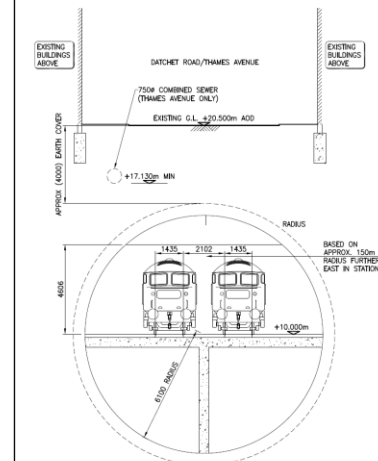


**SECTION B-B
MINIMUM SPEC - TWIN TUNNELS
SCALE 1:100**

TWIN BORE TUNNEL



**SECTION A-A
STATION (BASED ON 200m RADIUS)
SCALE 1:100**



**SECTION B-B
(BASED ON 150m RADIUS)
SCALE 1:100
SINGLE BORE TUNNEL**

See Working in the Trenches by Sir Robert McAlpine Ltd and the
Manufacturers' Handbook for more details on the full Working in the Trenches

- NOTES:**
- THE MAKE UP FOUNDATIONS TO ALL EXISTING BUILDINGS IS NOT KNOWN AND HAS TO BE ASSESSED. TUNNELING IS NOT CONSIDERED VIABLE IF ANY PILE FOUNDATIONS EXIST
 - SOILS INFORMATION IS BASED UPON HISTORICAL BOREROLE LOGS.

PRELIMINARY			
Date	Drawn	Checked	Design
24.06.13	AS	PD	P1
Issue No.	01.07.13		

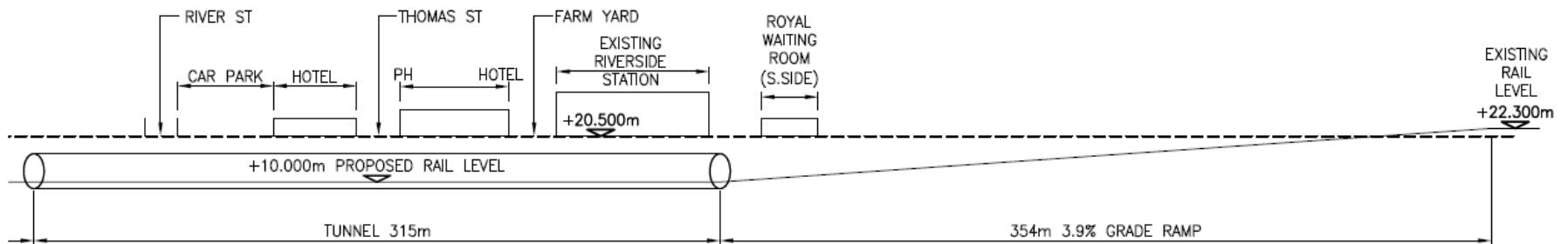
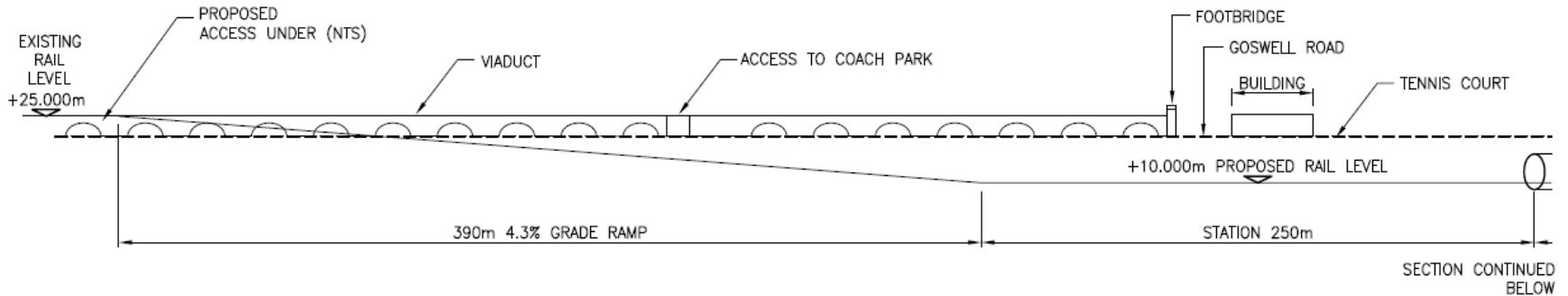
PRELIMINARY			
Date	Drawn	Checked	Design
AS SHOWN	208	PD	
Issue No.	01.07.13		
- CUT & COVER BOX LEVEL RASSED			

Sir Robert
McALPINE
Design Group

1500
1500

Project	WINDSOR LINK WINDSOR
Working No.	RAILWAY SECTIONS NEW STATION & DATCHET ROAD/THAMES AVENUE
Working No.	DG/T/64439/DR/55056

Long Section of Vertical Alignment



Sir Robert
McALPINE

Our conclusion is that we have a high level of confidence that the Windsor Link Railway project is technically deliverable

Winning public support

- development partner will be experienced in working in sensitive and congested areas with major pedestrian and vehicle movements; a programme of works will be drawn up which minimises disruption
- nature and density of any property development will require support of residents (and planning consent)
- architectural heritage of central Windsor will be respected and enhanced; no listed buildings will be harmed and the existing stations will be preserved and restored
- WLR is very keen to build a consensus with the local community and other key stakeholders in support of the scheme and has put considerable effort into communicating with local residents with its website, press releases and its consultation; this consultation with 2500 residents indicated very strong support in principle for the scheme and a willingness to accept the inevitable disruption

Next Steps

- Build on consensus already achieved with train operators, local councils, other key stakeholders and with the public and take the proposals forward in tandem
- Work on capitalisation of the company, by seeking funding for subsets of the project

