

# Improving public transport access to Heathrow Airport

Update 1, Response to Consultation  
Summer 2009

## Heathrow Airtrack

Heathrow Airtrack is the proposed new rail link being promoted by BAA to connect Heathrow Airport with the national rail network.

Services would operate to Reading, Guildford and London Waterloo and would be in addition to those already operating on these lines. At the same time, some Heathrow Express services would be extended through Heathrow Terminal 5 to Staines.

### Why Heathrow Airtrack?

Heathrow Airtrack would improve rail services in areas to the south and south west of London and the Thames Valley, offering enhanced public transport access to Heathrow Airport and its transport connections into central London.

The scheme would provide a more energy efficient, less polluting and reliable alternative to car travel for passengers and staff driving to and around Heathrow Airport, reducing the amount of airport related traffic on local and regional roads. In addition, Heathrow Airtrack would offer opportunities for economic growth in Staines and the wider area to the south and west of the airport.

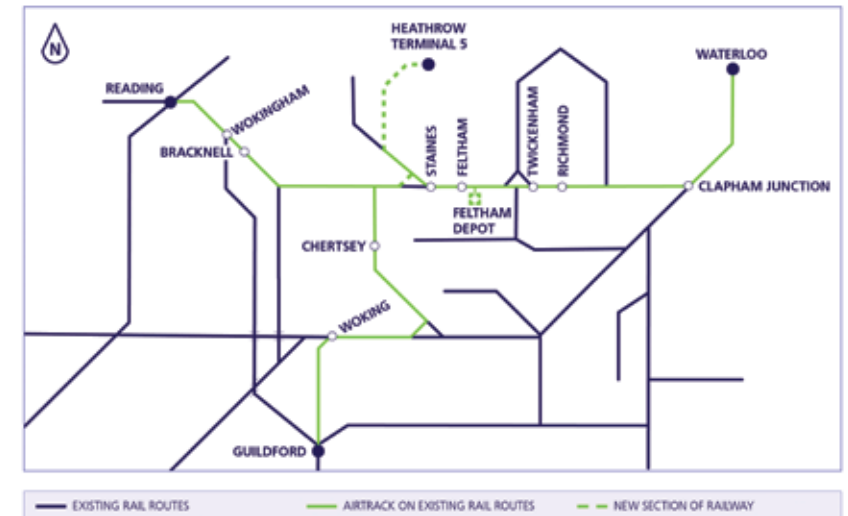


## The Proposals

Connecting Heathrow Terminal 5 to the national rail network and providing the additional services would involve:

- Tunnelling from Heathrow Terminal 5 to Stanwell Moor
- Constructing a new rail line across Stanwell Moor and Staines Moor
- Building a new section of track in Staines town centre (called 'the chord')
- Remodelling Staines station
- Building a train depot at Feltham

### PROPOSED ROUTE AND DESTINATIONS OF HEATHROW AIRTRACK



## Consultation

BAA held two stages of consultation on the proposals – the first stage from February to April 2008 and the second stage from October to December 2008. The second stage included feedback gathered from the first stage consultation.

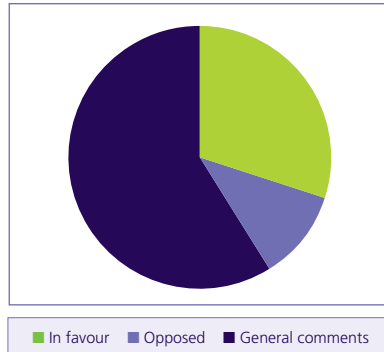
A series of public exhibitions were held in Staines, Stanwell Moor, Feltham, Egham, Richmond and Wokingham.

We carried out these consultations to understand the preferences of the local community and other key stakeholders. Views of our stakeholders are important to us and the comments and feedback that we received have helped us to develop the scheme.

### First Stage Consultation

In February 2008 BAA distributed over 3,500 brochures to residents, businesses and stakeholders. 276 responses were received of which 30.1% were in favour of the scheme, 11.2% were opposed and 58.7% had general comments.

### RESULTS OF FIRST STAGE CONSULTATION



We took the responses into account and in places revised our proposals. Subsequently, the scheme was changed as outlined below:

- The new station at Staines High Street no longer forms part of the scheme
- A bay platform is proposed at Staines station
- Overhead line electrification will not extend onto Staines Moor or into Staines town centre
- The route at Staines Moor has been moved closer to the M25

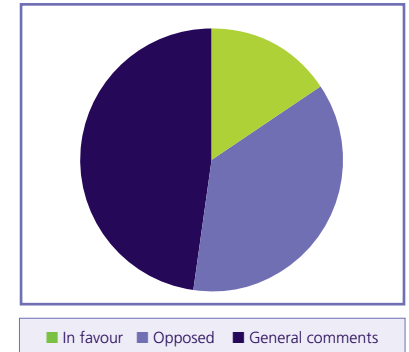
### Second Stage Consultation

During the second stage, over 13,500 brochures were distributed to:

- Provide an update on the scheme in the Staines area
- Present options for the bridleway, footpath and cycleway on Staines Moor
- Introduce the proposals for a depot in Feltham to house the new fleet of trains
- Identify the anticipated effects of the scheme on the existing rail network including level crossings

870 people responded of which 15.7% were in favour of the scheme, 36.7% were opposed to the scheme and 47.5% had general comments. Over half of those people who expressed opposition to the scheme did so because of the effects on the level crossings in the Egham area.

### RESULTS OF SECOND STAGE CONSULTATION



## Your Comments

The main comments we received from people were about level crossings, Feltham depot, disruption in Staines town centre and the effect on Staines Moor.

### Level Crossings

Traffic delays at level crossings were a concern at the locations where the barriers currently down for a large part of the hour. It is recognised that Heathrow Airtrack services would add to the problem. Following the feedback received, we have had further discussions with the relevant local authorities, Network Rail and the highway authorities to see how this issue could be addressed.

In February and March 2009, Surrey County Council and BAA surveyed the worst affected level crossings in Egham, Pooley Green and Staines to gain a better understanding of road traffic problems. Runnymede Borough Council is now leading investigations involving BAA, Network Rail, Surrey County Council and others to explore possible solutions both to existing problems and the effect of the additional trains should Heathrow Airtrack services commence.

In Richmond we have been unable to undertake similar surveys jointly

with the Council because of Thames Water works in the four affected roads. The first opportunity for reliable surveys is likely to be in September 2009. When we have results of these surveys we will discuss the options with the London Borough of Richmond and the other authorities, though the range of possible solutions is likely to be more limited than in Runnymede.

Wokingham Borough Council is considering the issue as part of its transport strategy for the station area and housing proposals for south Wokingham.



### Feltham Depot

Local residents in the area surrounding the depot site were mainly concerned about the disruption the new depot might bring, as well as the impact on the nature conservation area. We are addressing these concerns by designing the depot to limit noise and light pollution and

landscape screening would be provided around the site.

Although the depot would take over half of the existing site, as much as possible would be done to protect the most important areas of habitat by moving them to unaffected parts of the site. Heathrow Airtrack would also contribute to the Council's enhancement proposals for this part of the Crane Valley once the depot has been built.

### Staines Town Centre

Some respondents were concerned about the amount of disruption that the scheme would cause in the town centre during and after construction. Comments were also received about car parking spaces being lost and the need to provide additional car parking for Heathrow Airtrack passengers.

We have been working with Surrey County Council on the highway layout in South Street and with Spelthorne Borough Council and the owners of the Elmsleigh Centre, to ensure that the shopping centre and its car parks can operate efficiently both during and after the works, although there would be some unavoidable disruption during construction.

In particular, the access ramp across South Street to the Elmsleigh Centre multi storey car park would need to be replaced and we are working to ensure it will only be out of action for as short a time as possible. While the new ramp is built we would provide temporary access through the Tothill multi storey car park.

We are proposing to remodel Staines station forecourt to provide a transport interchange with better facilities for buses, taxis, drop off areas, disabled access and cyclists.

We are also proposing to retain dedicated office space and parking for existing South West Trains' staff and disabled passengers at the station. Parking for the general public would be moved to the existing Kingston Road car park a short distance away.

There are no proposals to provide additional public car parking in Staines or dedicated parking adjacent to the station as it would attract increased traffic into the centre of Staines.

We are considering measures to reduce additional noise that may arise from trains on the line between Staines town centre and Staines Moor.

## Staines Moor

A variety of concerns were raised about the impact of Heathrow Airtrack on the natural environment.

The impact on Staines Moor has been an important consideration in designing the scheme:

1. The rail link has been moved closer to the M25 to avoid, as far as possible, the Site of Special Scientific Interest (SSSI) and to ensure a continuous expanse of open space.
2. Common land and open space that is taken to build the rail link would be replaced.
3. The scheme would be on a very low viaduct across Staines Moor, rather than an embankment. This would help to limit the loss of flood storage space and reduce habitat loss.
4. During construction, contractors would be required to put in place protective measures to minimise impacts on habitats, including the Wraysbury River.

## Footpath and Bridleway

The proposals for the footpath and bridleway have continued to be developed. The current proposal, shown opposite, is to keep the

existing bridleway as it is, although it would need to be closed temporarily during construction so that a gas main and high voltage cable can be diverted.

After Heathrow Airtrack has been built, an additional footpath would run along the eastern side of the new railway and on the line of the old railway embankment. The two existing pedestrian level crossings would be removed and replaced by a new footbridge over the Windsor line, providing a safer crossing for the local community. The footpath would be extended to the south of the new footbridge and over the Wraysbury River, creating an integrated network of footpaths.

## Other Comments

A number of questions were also asked on subjects ranging from ticket prices to who would operate the service. It is too early to address many of these questions but we are working closely with Network Rail, the Department for Transport and South West Trains and will continue to engage with local communities and stakeholders at all stages of the Heathrow Airtrack application process.

## PUBLIC ACCESS TO STAINES MOOR



## What Happens Next?

We have completed the outline design of the scheme and in the near future we will be submitting an application to the Secretary of State for Transport for an Order under the Transport and Works Act 1992 (TWA).

This application will seek to authorise the works required and the acquisition of any land that is needed either temporarily or permanently.

Project documents relating to the TWA application will be made available at local libraries and Council offices. Details of these locations will be placed in local newspaper advertisements.

All those who have an interest in, or rights over land which may be affected by the scheme, will be notified that the application has been made under guidelines laid down for TWA applications.

Once the TWA application has been submitted, objections, representations and letters of support must be lodged within 56 days. Once the Secretary of State has had an opportunity to consider the application, a decision will be made on whether a Public Inquiry should be held into the proposals. BAA anticipates a Public Inquiry could be held at the beginning of 2010. All being well, TWA powers could be granted towards the end of 2010.

If you would like to talk to someone about the proposed scheme you can call the Heathrow Airtrack Team on **020 7529 4906**. Or you can email: **[heathrowairtrack@cjassociates.co.uk](mailto:heathrowairtrack@cjassociates.co.uk)**

## Timeline

