

# Windsor Link Railway

Presentation to RBWM Highways and  
Transport Overview and Scrutiny Panel

12 November 2013

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Corporate Development Director

[www.windsorlink.co.uk](http://www.windsorlink.co.uk)

# Richard Wickerson

- Corporate development director, WLR; worked alongside George Bathurst promoting the scheme for four years
- Qualified as commercial lawyer with Clifford Chance, then over 20 years as corporate financier with Schroders, Hill Samuel/Close Brothers and Wyvern Partners
- Experienced in public/private partnerships in the infrastructure sector – project structuring, negotiating commercial and contractual terms and project managing transactions
- Eight years in senior in-house corporate development roles with major UK quoted infrastructure services companies (Atkins, Jarvis and Tribal)
- Well connected in the UK infrastructure services industry

# Key benefits of WLR

- Much improved regional transport infrastructure – new rail journeys made possible and faster and more frequent trains to London from both Windsor and Maidenhead – addresses needs of growing, economically vibrant region
- Takes traffic off the roads and onto rail – Chalvey park 'n ride to take traffic off M4 – less road traffic through Windsor
- Environmental benefits: less road traffic – protects heritage - opportunity to improve look of riverside area – option for housing, thus reducing pressure on Green Belt
- Better community facilities: e.g. riverside dining, retail, cinema, car parking
- Economic boost – better transport links always generate economic growth – less congestion will help businesses in town centres

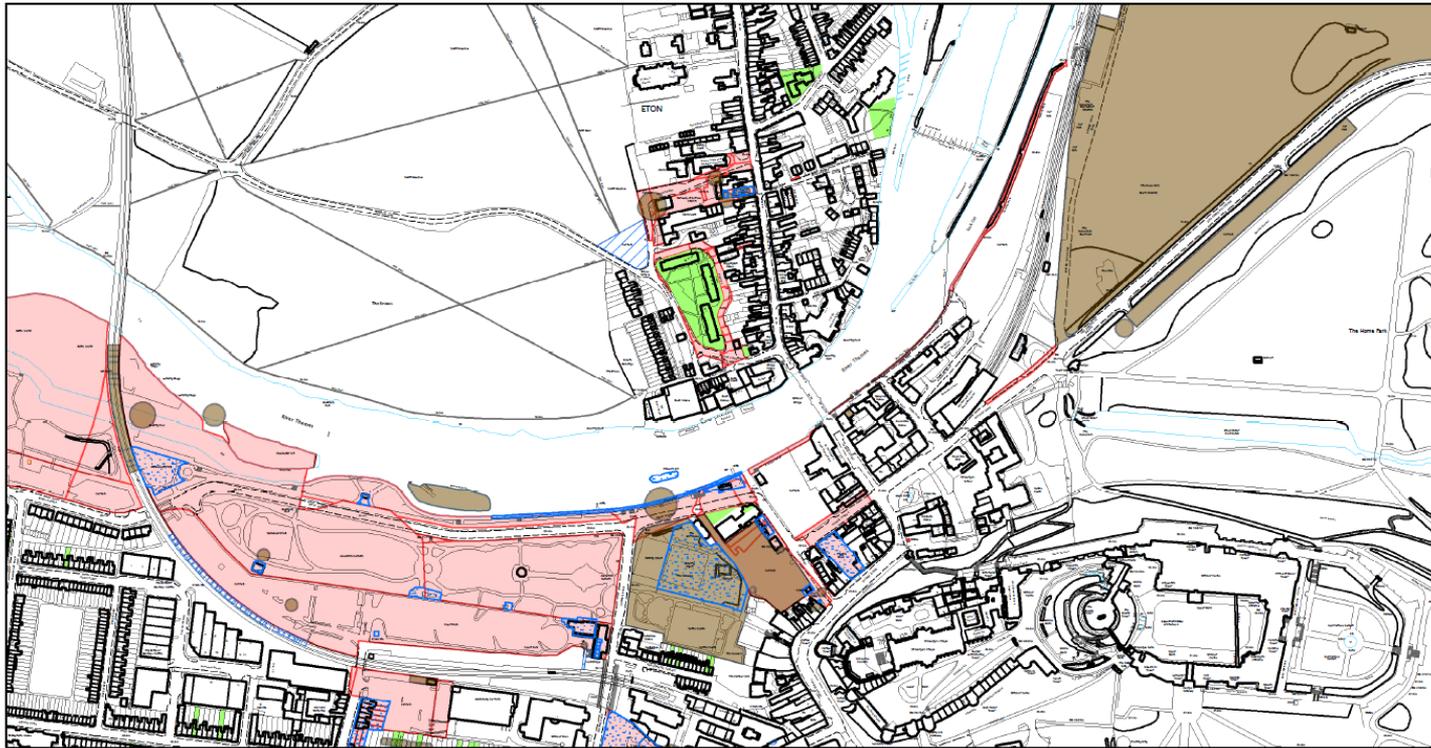
# Current status of the project

- 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



0 45 90 180 270 360 Meters

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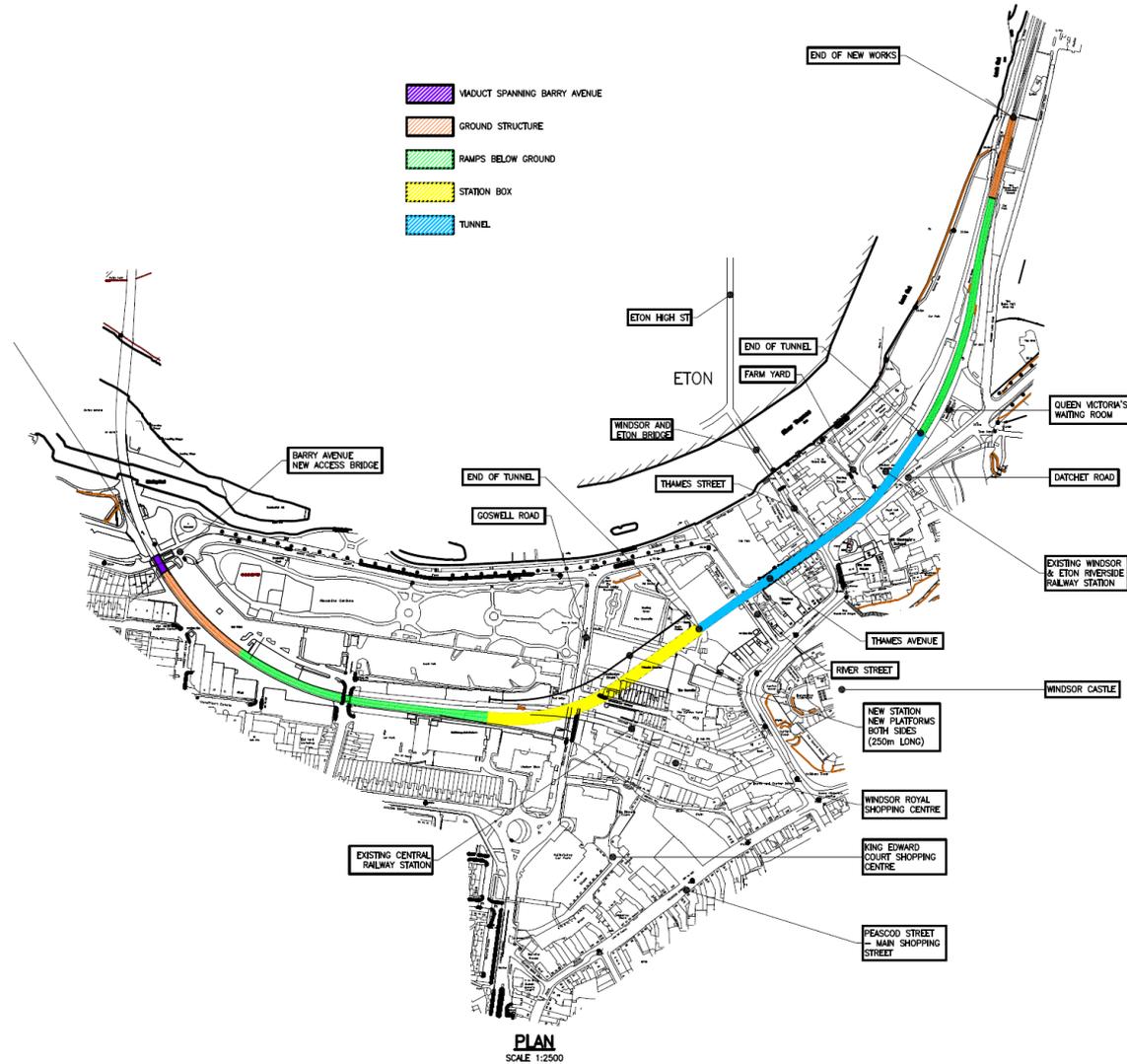


# Challenges and Constraints

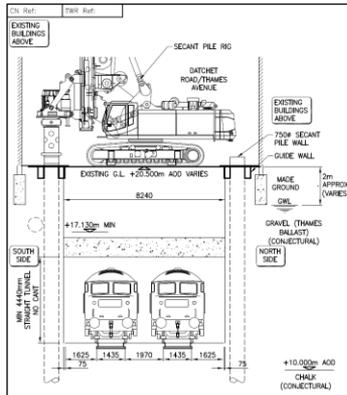


- Vertical and horizontal geometry
- Design standards
- Listed structures
- Properties and businesses
- Utilities
- Super-sensitive location
- Environmental aspects

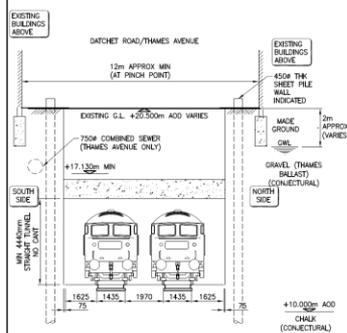
# Alignment Option



# Tunnel Options

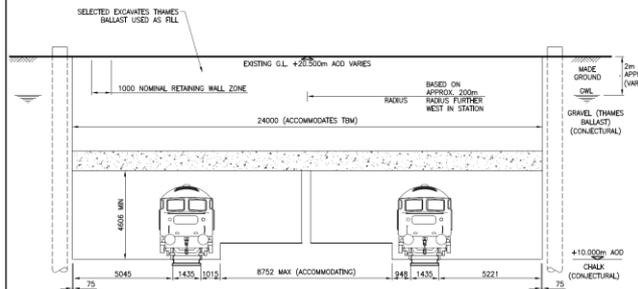


**SECTION B-B**  
**CUT & COVER - SECANT PILES**  
**MINIMUM SPEC ON STRAIGHT LINE**  
**ONLY TRENCH**  
**(NO CANT)**  
SCALE 1:100

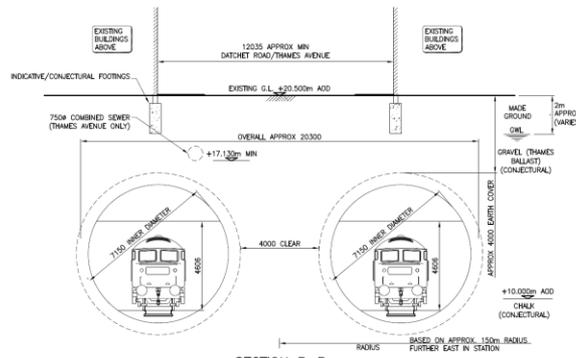


**SECTION B-B**  
**CUT & COVER - SHEET PILES**  
**MINIMUM SPEC ON STRAIGHT LINE**  
**ONLY TRENCH**  
SCALE 1:100

CUT & COVER OPTIONS

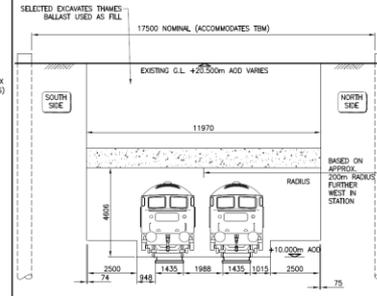


**SECTION A-A**  
**MINIMUM SPEC - STATION SECTION FOR TWIN TUNNEL**  
SCALE 1:100

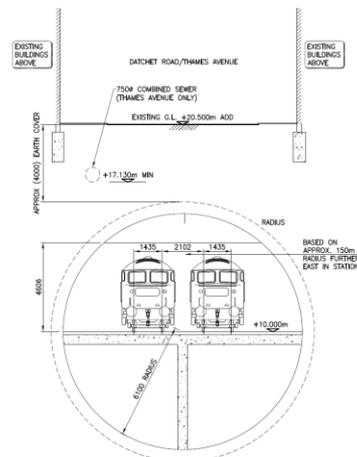


**SECTION B-B**  
**MINIMUM SPEC - TWIN TUNNELS**  
SCALE 1:100

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**

- 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			P1
Issue No.	02.07.13		

PRELIMINARY			
Date	Drawn	Checked	Design
AS SHOWN	208		PD
Issue No.	02.07.13		
- CUT & COVER BOX LEVEL RASSED			

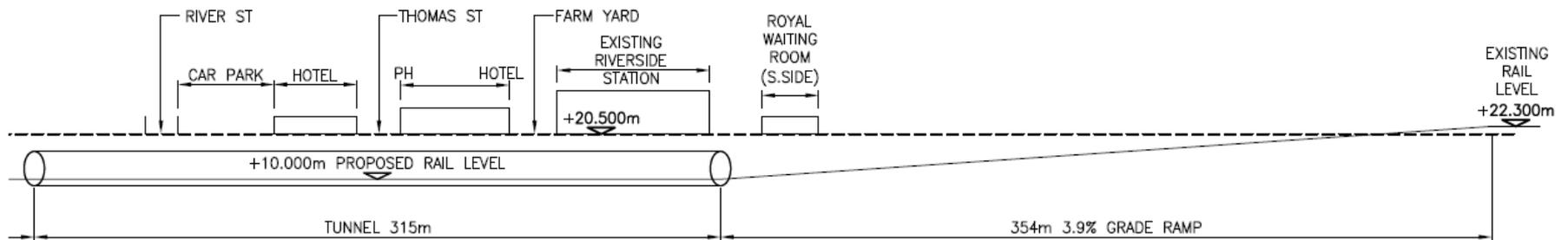
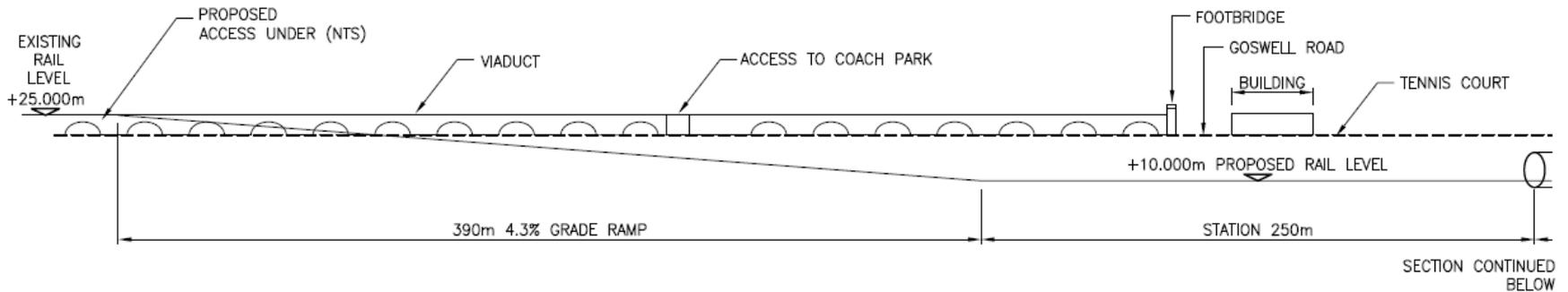
**Sir Robert**  
**McALPINE**

Design Group

www.sir-robert-mcalpine.com

Project	WINDSOR LINK WINDSOR
Station No.	RAILWAY SECTIONS NEW STATION & DATCHET ROAD/THAMES AVENUE
Drawing 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

# Proposed way forward

- WLR is very keen to build a consensus with the Council, other key stakeholders and with the public and take the proposals forward in tandem
- The anticipated way forward is for a pre-application planning process to be pursued in which WLR, RBWM and local people would together develop an outline plan for the scheme for further discussion with the Council and local residents
- WLR requests that the Highways & Transport Overview & Scrutiny Panel indicates its support in principle for the proposals on the basis that the potential benefits are sufficient to warrant further development of the proposals

