

TRANSPORT AND WORKS ACT 1992

**TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS
PROCEDURE) (ENGLAND AND WALES) RULES 2006**

THE HEATHROW AIRTRACK ORDER

STATEMENT OF AIMS

1. The Need for Heathrow Airtrack

Heathrow is a vital asset to the UK economy. It is the world's busiest international airport, accommodating 68 million passengers every year. It employs 70,000 people and supports over 100,000 further jobs right across the UK. Of the 70,000 employees, nearly half come from the five boroughs directly surrounding the airport, namely Ealing, Hillingdon, Hounslow, Slough and Spelthorne, and Heathrow Airport Ltd wishes to increase this proportion.

Getting people – both air passengers and employees – to and from the airport quickly and efficiently is crucial to its continued success. The current train links of the Piccadilly Line and Heathrow Express, although continuing to provide an essential service, do not provide direct public transport links to the airport from all the places that need it. In the future it is expected that Crossrail will make an important addition to public transport provision. It will then provide direct access to Heathrow from west, central, east and south-east London, as well as some stations in Essex. However, this still leaves a large area of south and south-west London and the adjacent counties of England without direct rail access to the airport.

Heathrow Airtrack will address this shortcoming by providing a direct rail link to Heathrow from Waterloo, Guildford, Reading and the wider hinterland of south-west London, Surrey and Berkshire. This is an area within which reside approximately 22% of Heathrow's passengers and 50% of its staff. In this way, Airtrack will dramatically increase travel options for airport staff and air passengers and will support Heathrow Airport Ltd in meeting its objective of increasing the public transport mode share by providing increased rail capacity.

Furthermore, Airtrack will link Heathrow with Portsmouth and the south coast (via Guildford) and with the south-west of England, south Wales and the Midlands (via Reading).

2. Aims of the Scheme

The aims of Heathrow Airtrack are to:

- contribute to national, regional and sub-regional policy objectives for improving public transport links to international airports and elsewhere;
- make better use of rail network capacity by efficient use of train paths and by improved integration with other services at key interchange hubs;
- increase public transport's share of surface access journeys for all travellers to and from Heathrow and hence contribute to BAA's longer term target of 45% public transport mode share;
- provide an improved public transport alternative with the aim of reducing airport related traffic on local and regional roads;
- facilitate national and regional competitiveness and economic growth, particularly by spreading the advantages of accessibility to Heathrow much more widely to the east, south and west of the airport;
- minimise the long term environmental impact of the new infrastructure; and
- provide value for money for the public and private sector investment in the Scheme.

3. Achievement of the Aims

These aims will be achieved by the following:

- Provision of appropriate railway and associated infrastructure between Heathrow Airport at Terminal 5 and Staines to allow connection between the existing railway infrastructure at Heathrow Terminal 5 (which connects further into Heathrow as well as to the north of Heathrow) and the existing railway infrastructure to the south west of Heathrow. This consists of construction of the following works to be authorised by the proposed Order:
 - re-construction of the existing Staines station and construction of a new terminating track;
 - construction of a new chord railway in Staines town centre linking the existing Windsor line with the lines to Guildford and Reading;

- construction of a new railway across Stanwell Moor and Staines Common and to Stanwell Moor which will then pass in tunnel to Heathrow Terminal 5;
- ancilliary works to facilitate the construction of the proposed railways ;
- provision of a maintenance and stabling depot on the former marshalling yard at Feltham;

and certain minor track works on the network to be authorised under existing powers.

- Provision of the following rail services to operate to Terminal Five at Heathrow Airport from:
 - London Waterloo, with stops at Clapham Junction, Richmond, Twickenham, Feltham and Staines;
 - Guildford with stops at Woking and Chertsey;
 - Reading with stops at Wokingham and Bracknell; and
 - Extension of some Heathrow Express services from Heathrow to Staines.