



OFFICER REPORT TO SPELTHORNE LOCAL COMMITTEE

TRANSPORT and WORKS ACT 1992 THE HEATHROW AIRTRACK ORDER

9 September 2009

KEY ISSUE

How to respond to an application by the British Airports Authority (BAA) for Transport and Works Act 1992 powers to build the Heathrow Airtrack rail scheme.

SUMMARY

Heathrow Airtrack is a proposal to provide a new rail link to Heathrow Airport Terminal 5 from various stations across the rail network currently covered by South West Trains services, via Staines, a new 'chord' and a new rail line across Stanwell Moor.

BAA, as scheme promoters, have now submitted their Transport and Works Act 1992 Order to the Secretary of State for Transport seeking powers to construct the new rail lines and provide the Airtrack services. Interested parties have a limited period in which to register objections to the proposals.

OFFICER RECOMMENDATIONS

That Surrey County Council should respond formally to the Transport and Works Act (TWA) order in the following terms. The County Council should lodge objections to the elements of the scheme, which could cause undue adverse impacts to Surrey and should seek suitable mitigation measures, changes to the proposal and/or funding from the scheme promoters. Whilst the County Council supports the principles and objectives of the scheme, it cannot support the proposal as currently defined unless these mitigation actions are taken.

The points on which the County Council should **OBJECT** are:

- i. the business case for the scheme assumes that the new rail services can be added without detriment to existing rail services. However, the scheme promoters have yet to provide a draft rail timetable for the scheme. The County Council needs assurance that the new airport services can be accommodated on the existing network without reducing existing services or the capacity of the rail network to allow for future growth in rail travel.

Relating to Spelthorne Borough

- ii. the proposed Bridleway 50 located between the planned railway and the M25 is unsuitable because it would be an unattractive route for horse riders and cyclists. The County Council requests that a new Bridleway is created to the east of the planned railway line on an alignment agreed between BAA, Spelthorne Borough Council and Surrey County Council.
- iii. the proposed Rights of Way amendments should be amended, both to correct errors in the application and to create more sensible routes. The County Council should continue its dialogue with BAA and Spelthorne Borough Council to define an appropriate network of rights of way.
- iv. the proposed Staines – Stanwell Moor – T5 Cycle Route is not suitable because it does not meet Core Design Values for cycling, in safety, directness, attractiveness and comfort where an improvement could be made. The County Council should negotiate with BAA on a more appropriate route.
- v. the SSSI and Ecology treatment proposals submitted in the TWA Environmental Statements due to insufficient compensatory land proposed for the loss of nationally important SSSI.
- vi. the Landscaping proposals submitted in the TWA Environmental Statements. A revised Landscaping Plan would need to be submitted that is acceptable to the County Council to remove the objection.
- vii. the proposals submitted in the TWA Environmental Statements for waste management are insufficient. BAA should submit a Waste Management Plan to allow Surrey County Council to form a judgement on this point.
- viii. the originally planned High Street (Staines) station should be reinstated to provide a direct rail service between Staines, Woking and Guildford.
- ix. the proposal should be amended to provide additional cycle parking facilities on the north side of the planned new Staines station. The precise details of these facilities should be agreed between the County Council, scheme promoters and South West Trains.

- x. the lack of mitigation measures . The County Council is not satisfied that sufficient mitigation measures have been planned to alleviate on-street parking in the area of Staines station and therefore requires funding towards consultation and implementation of a Controlled Parking Zone.
- xi. the impact of traffic in Staines town centre. This is of concern whilst the construction of the planned railway is being undertaken and the TWA application modelling has not been presented adequately to enable a judgement to be made.

Relating to Runnymede Borough

- xii. the scheme as proposed will cause unacceptable traffic problems at a number of level crossings. This will lead to traffic congestion, delays, poor bus reliability and access problems for the emergency services, especially the Thorpe Road, Vicarage Road and Station Road areas. A mitigation package of measures currently being identified could overcome these concerns subject to funding of the identified measures by the scheme promoters and subject to Cabinet approval.

Relating to Surrey Heath Borough

- xiii. Ascot station should be included in the schedule of stations that the Airtrack service (Reading to T5) will call at.

In addition, there are a number of issues which are of concern but which may not be suitable for an objection to the TWA order. In particular, the scheme promoters should continue to work closely with the County Council, Borough/District Council and other interested parties to mitigate the impact of the construction of the scheme.

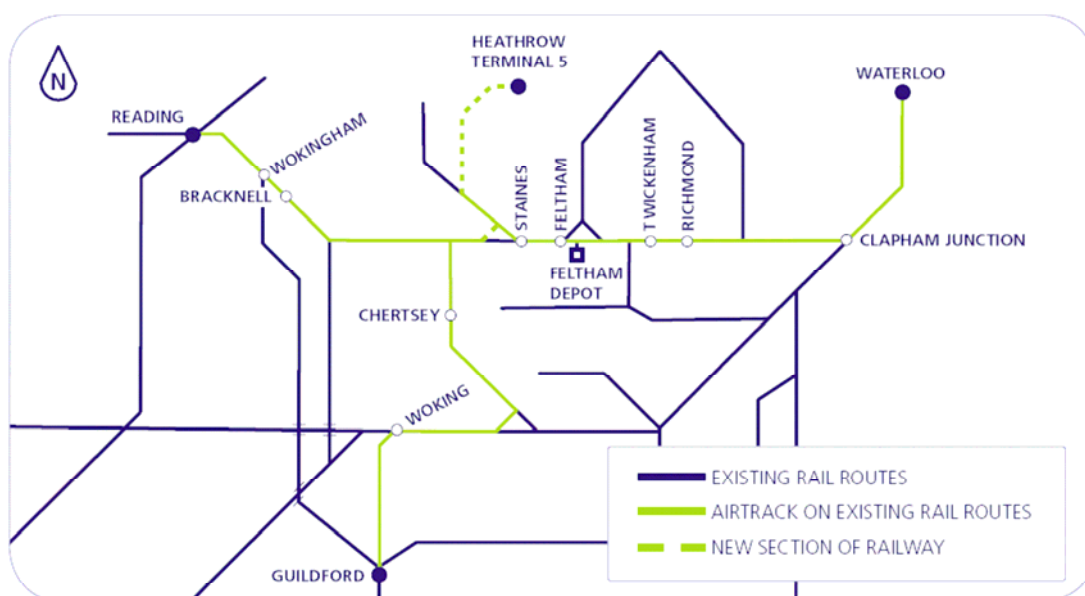
If the scheme is successful in its application for TWA powers, a steering group of the Transport for Surrey Partnership should be established to oversee the construction process and any other issues, which arise during implementation of the scheme.

The Spelthorne Local Committee is asked to comment on this proposed response to the TWA order. The Committee's response will inform the County Council's formal response.

1 INTRODUCTION AND BACKGROUND

- 1.1 The proposed Heathrow Airtrack scheme links London (Waterloo) to Heathrow T5, Guildford/Woking to Heathrow T5 and Reading to T5 passing through the districts of Guildford, Woking, Runnymede (on existing rail lines) and Spelthorne (both on existing and new rail lines).
- 1.2 The proposed Heathrow Airtrack scheme would provide a new rail link to Heathrow airport Terminal 5 via Staines. It would compliment the existing Heathrow Express service from Paddington to Terminal 5 by providing direct services to and from London Waterloo, Reading and Woking/ Guildford. In addition BAA propose to extend the Heathrow Express to Staines.

PROPOSED ROUTE AND DESTINATIONS OF HEATHROW AIRTRACK

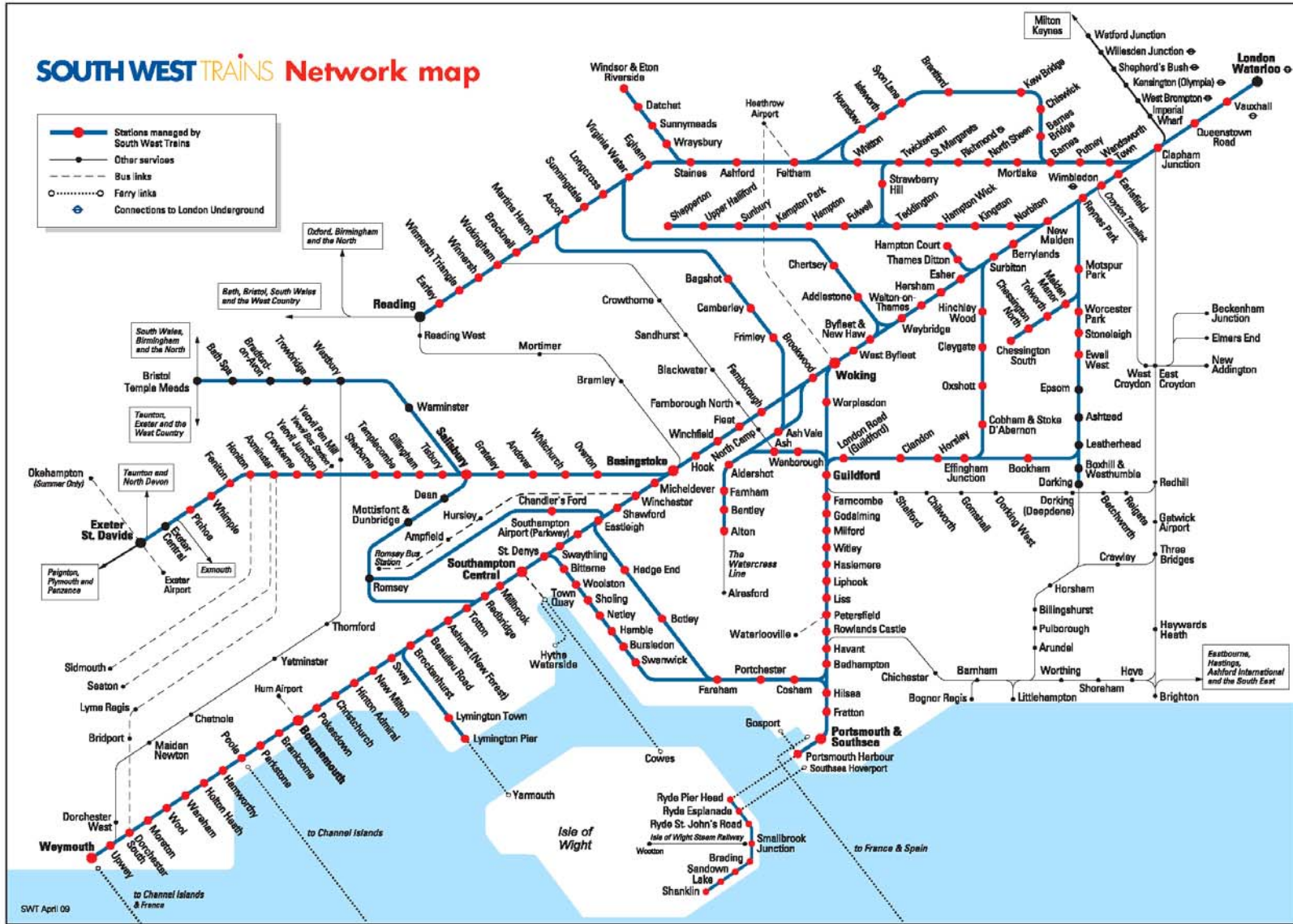


Source: BAA Heathrow Airtrack Consultation Brochure 2, October 2008

- 1.3 BAA submitted their TWA application for this scheme on 24 July 2009, and now requires the County Council's formal response to the proposals. If the Government approves the scheme, construction could start towards the end of 2010 and be operational in 2014. The scheme could not realistically be operational in time for the 2012 Olympic games.
- 1.4 In spring 2008, BAA carried out a first round of consultation. This focussed on the new rail infrastructure required by the scheme, including the line across Stanwell Moor, a new rail chord in Staines and a proposal for a new station at Staines High Street. A further 'round' of consultation was undertaken during the autumn of 2008 and comments provided by the County Council were presented to BAA prior to the submission of the TWA. During and since these consultations, the County Council has held frequent meetings with interested parties under the auspices of the Transport for Surrey Partnership.

2 BENEFITS OF HEATHROW AIRTRACK

- 2.1 Heathrow is the world's busiest international airport, handling around 68 million passenger journeys per year.
- 2.2 Of the 70,000 employees, nearly half come from five of the surrounding boroughs including Spelthorne.
- 2.3 Currently, there is no direct rail link to Heathrow from the south and southwest. Heathrow Airtrack should address this by providing direct services from London (Waterloo), Guildford/Woking and Reading and the wider hinterland.
- 2.4 According to the Civil Aviation Authority passenger survey and BAA staff surveys, approximately 22% of Heathrow's passengers and 50% of its staff are anticipated to use the new services. Heathrow Airtrack is intended to provide frequent, convenient public transport access to the major transport and employment hub at Heathrow. This would reduce local road congestion and improve access for thousands of people who work or want to work at Heathrow and the surrounding area.
- 2.5 Heathrow Airtrack will also link Heathrow to Gatwick Airport (via Guildford or Clapham Junction), Portsmouth / Isle of Wight (via Guildford), the South West (Via Woking) and Midlands /Wales (via Reading). See SW Trains network map overleaf.
- 2.6 The TWA makes a number of conclusions about the economic benefits of Heathrow Airtrack. It should be noted that this was based on a slightly different scheme, which included the High Street (Staines) station (no longer part of the proposal).
- 2.7 The main conclusions are summarised as follows:
 - Economic Output for Spelthorne is predicted to increase by about £5.2 million per year by ' by 2031. – (TWA paragraph 16.6.18)
 - The attractiveness of Spelthorne for business is predicted to increase and 'may lead to benefits from the relocation of some 400 jobs'. – (TWA paragraph 16.6.18)
 - Productivity gains in Surrey, including Spelthorne, would total £21 million per annum as a result of Airtrack. – (TWA paragraph 16.6.19).
 - Productivity gain per worker is predicted to increase by 2031 in the following Surrey areas as follows: Spelthorne £149 per worker, Runnymede £96.50 per worker, Woking £82.60 per worker and Guildford £59 per worker.
 - Indirect and induced benefits to Spelthorne are projected at 350-1000 jobs (2031) – (TWA paragraph 16.6.22).



3 COUNTY COUNCIL POSITION

3.1 At its meeting on 2 December 2008, the County Council resolved that:

- “(1) That the principle of the Airtrack project continue to be supported as having the potential to improve significantly surface access to Heathrow Airport from South London and Surrey, with consequent major social and economic benefits.*
- (2) That the justifiably strong concerns, that Airtrack as currently envisaged, will seriously affect the amenities of many local residents and disadvantage local businesses and traders, be recognised.*

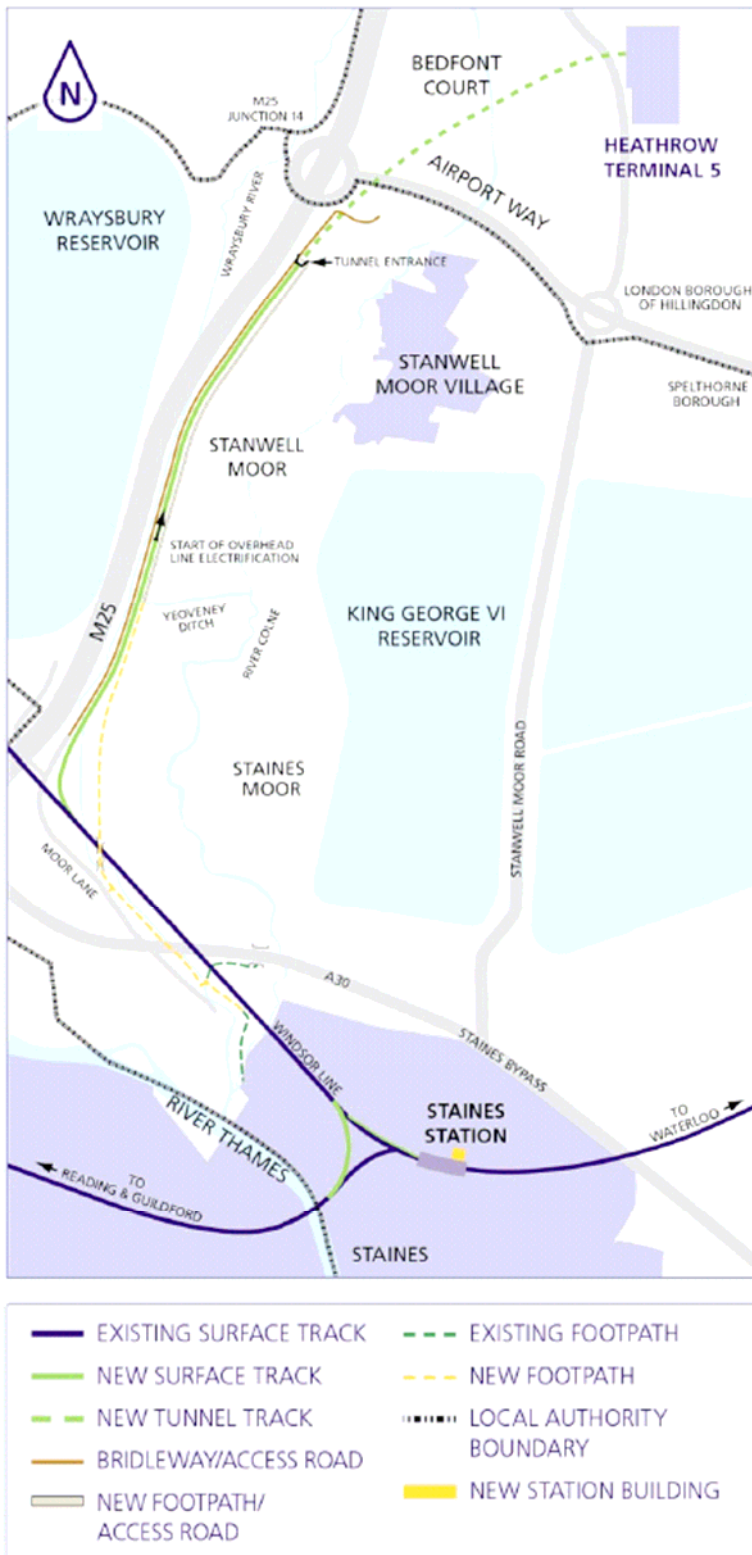
Particular issues are:

- a. The scheme will cause substantial increases in down-time for several level crossings, most notably four crossings in the Egham area. This will increase road journey times and traffic congestion and add to community fragmentation. This could in turn discourage residents from using local trading outlets and generally inhibit business activity in the areas affected.*
- b. A potential problem with capacity at Chertsey railway station.*
- c. Reduced Staines town centre parking opportunities caused by the 'Staines Chord'.*
- (3) That BAA, in conjunction with Surrey County Council and other partners, be urged to address these and other concerns without delay to arrive at area-wide solutions to significantly reduce or eliminate the problems that have been raised. These are likely to require modifications to existing road and rail networks and structures, particularly in the area of the Egham level crossings, and will therefore need funding from the overall Airtrack budget.*
- (4) To conclude with regret that, if solutions cannot be found as in (3) above, then Airtrack in its present proposed form cannot be supported.*
- (5) That authority to make any minor amendments to these comments be delegated to the Interim Operations Director - Environment and Infrastructure, in consultation with the Executive Member for Transport.”*

4 ANALYSIS

- 4.1 BAA has made a submission under the TWA 1992, which gives powers to organisations to construct and operate railways and tram systems.
- 4.2 The County Council now have an opportunity to object to the Order as a whole or elements of the Order. However, this is not a consultation on the whole scheme. For example, BAA is not required under the Act to give operational details such as the fares structure for the new services. When the Order is considered at Public Inquiry (February 2010) the Inspector may choose to disregard objections on issues, which do not fall within the scope of the Act.
- 4.3 Responses are required by 18 September 2009, although the County Council has obtained the agreement of the Department for Transport to submit a later response.
- 4.4 The intention is that those Local Committees, who have expressed an interest, including the Transport Select Committee and the Environment and Economy Select Committee, will consider the County Council response. These committees will provide advice to the Cabinet meeting on 29 September, which will decide the County Council's response. This response will also be reported to the Full Council meeting on 13 October 2009.
- 4.5 This report focuses on the TWA application submitted for the Heathrow Airtrack Order and NOT on the principle of an 'Airtrack scheme'.
- 4.6 The TWA submitted indicates that the new railway would require certain new works within Surrey, all of which lie within the Borough of Spelthorne. In other parts of Surrey the proposed 'Airtrack service' would operate over the existing railway. These works are summarised on the following page.

4.7 Scheme Description



- A new railway line linking the existing Reading line to the existing Windsor line, known as the Staines Chord. This chord will be approximately 516 metres in length, of which around 144 metres will be constructed on a viaduct crossing the existing Elmsleigh Surface Car Park. The remainder of this route will be on an embankment, with a new ramp access to the Elmsleigh multi-storey car park.
- A new railway line, approximately 436 metre in length, on the western side of Staines station but running parallel to the north side of Platform 1 to create a bay platform to enable trains to terminate at Staines. This new railway line affects the station buildings and existing footbridge, which will need to be replaced.
- A new railway line from a point near Moor Lane in a north-easterly direction for approximately 4081 metres to Terminal 5 at Heathrow. Around 1551 metres at the northern end of this route is located within a tunnel of which approximately 330 metres is within Surrey (Spelthorne).
- The remainder of the railway track (2860 metres) is within Surrey (Spelthorne) of which around 1080 metres will be constructed on a low level viaduct and the remainder on a low embankment on a gradual gradient towards the tunnel. This section of the proposed route crosses Common Land, public open space and an area designated as a Site of Special Scientific Interest (SSSI). The route also affects public rights of way in the area.

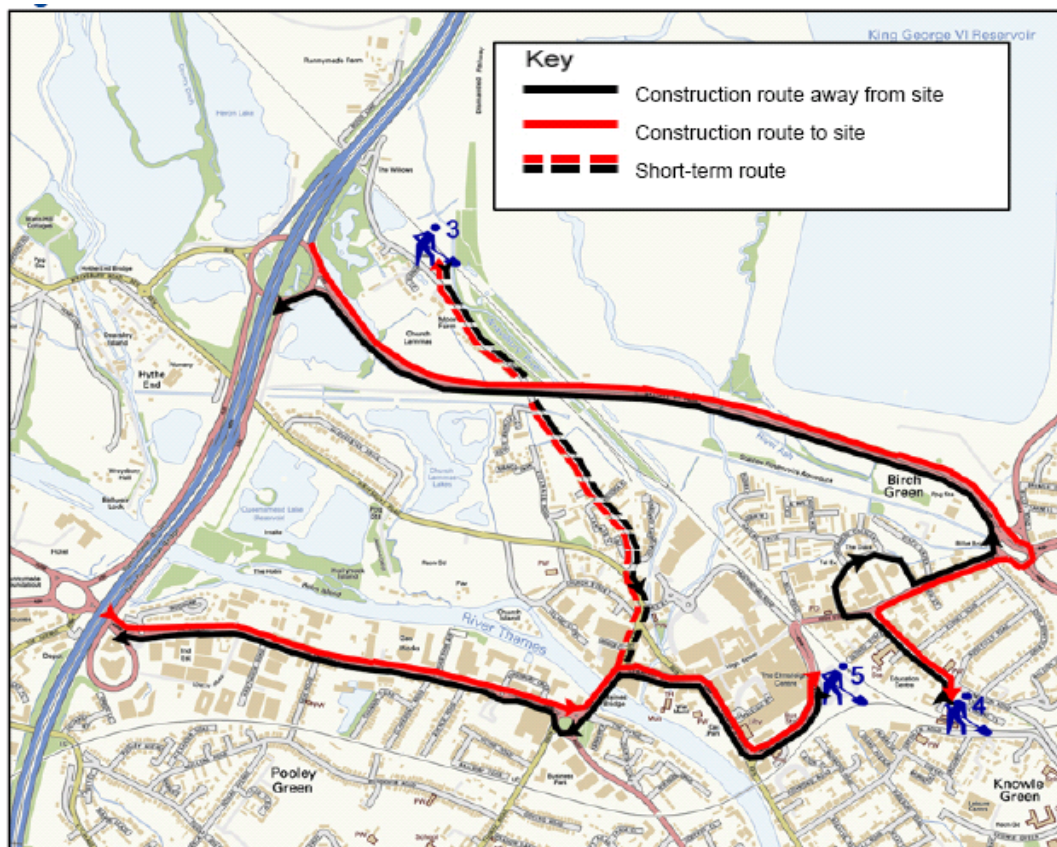
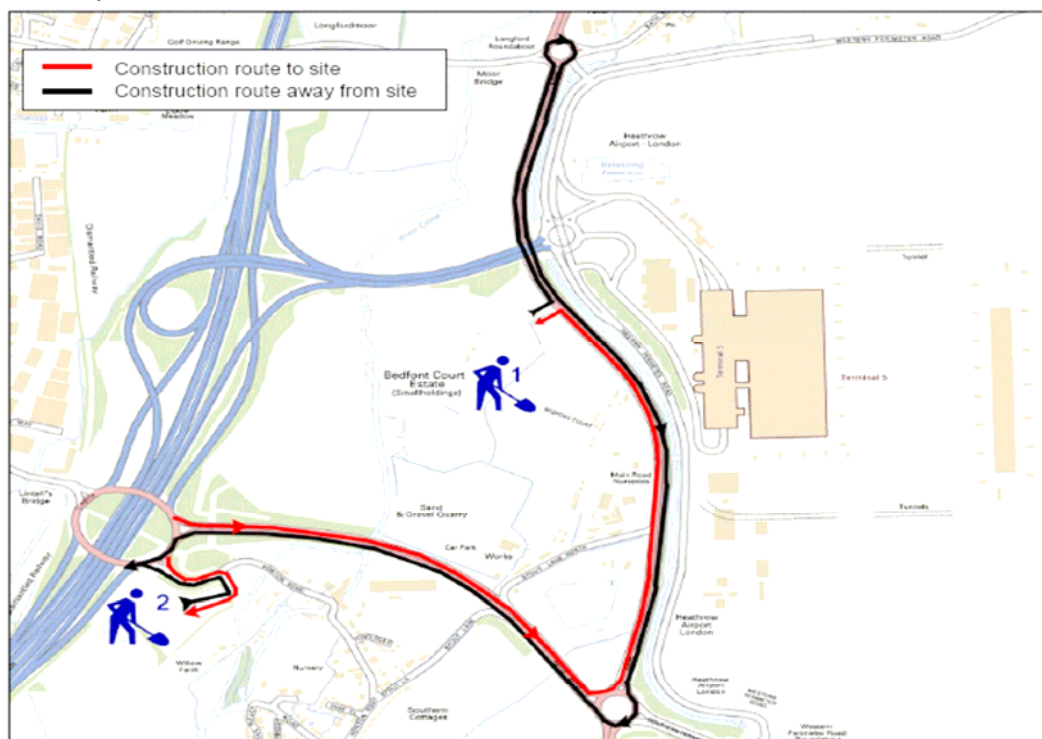
5 CONSTRUCTION PERIOD

- 5.1 The works described above would be constructed over a four year period between 2011 and 2014 with construction of the Staines chord and station between 2011-2012.
- 5.2 In order to carry out these works, temporary additional areas of land are required to construct the railway over its entire length; these additional areas will be returned to their original owners on completion of the works. These temporary areas include additional work sites that will also be required for construction purposes and these are located as follows:
- Bedfont Court for tunnelling work at northern end (Worksite 1).
 - Just to the south of Horton Road, (Stanwell Moor), for tunnel works at the southern end and railway works across Stanwell and Staines Moor to the existing Windsor line (Worksite 2).
 - Adjacent to Moor Lane (short term) to construct new footbridges over the Wraysbury River and existing Windsor line (Worksite 3).
 - Within Staines station forecourt – for station, footbridge, work and the construction of the bay platform and rail line (Worksite 4).
 - Within Elmsleigh Surface Car Park and South Street Car Park – to construct Staines Chord (Worksite 5).
 - Within Elmsleigh and Tothill multi-storey car parks to construct the revised ramp entrance and ‘short term’ connection of the two car parks (Worksite 5).
- 5.3 The construction work will involve significant disruption to car parking at Elmsleigh Surface Car park, as well as the Tothill and Elmsleigh Multi-storey car parks. Spelthorne Borough Council has major concerns over the loss of these spaces.
- 5.4 The works at the station and the construction of the chord will have a significant affect on pedestrian and cycle movements during the construction period and this will need to be carefully managed whilst the construction is undertaken. However, the proposals indicate an improved station path near to the existing railway station where the current path is ‘tight’.

6 CONSTRUCTION ACCESS

- 6.1 The five main worksites described above will require road access and the planned routes are indicated below for each worksite. It should be noted that all of these work sites use roads within the Spelthorne area.
- 6.2 Worksites 3, 4 & 5 are of most concern, as these will use the town centre road network and sites 4 & 5 for a period of around 2 years.

6.3 The report indicates that 376,000 cubic metres of waste referred to as “non-landfill” waste, some will be surplus to requirements as well as 49,000 cubic metres of contaminated landfill waste, all will need to be disposed of using the routes indicated below. However, the final waste disposal sites are not known at this time.



7 RAIL FREQUENCIES AND PATRONAGE

7.1 The following table indicates the planned Airtrack service as submitted in the TWA Volume 6 Transport Assessment.

Airtrack Service:	Journey Time	Stations enroute
London Waterloo – 2 trains per hour service with 10-carriage trains*	London to/from Heathrow 40 mins	Stops at Clapham Junction, Richmond, Twickenham, Feltham and Staines
Reading – 2 trains per hour service with 5-carriage trains*	Reading to/from Heathrow 44 mins.	Stops at Wokingham and Bracknell. This service will not stop at Staines.
Guildford – 1 train per hour service in the peak, and 2 trains per hour off peak all with 5-carriage trains*	Guildford to/from Heathrow 47 mins.	Stops at Woking and Chertsey . This service will not stop at Staines.

* Indicative pattern of services, train length and station stops.

7.2 In addition to the above, it is planned to run the Heathrow Express from/to Heathrow T5/Staines 2 trains per hour in each direction. It is also proposed to operate Airtrack trains between approximately 0500 and 2400hr on all legs described above.

7.3 The present Rail Air Coach has a frequency of 2 per hour and duration of 25 minutes off peak to 45 minutes peak time from Woking rail station. The Airtrack service will provide a rail service to Heathrow T5 from Woking in approximately 40 minutes.

7.4 Overall passenger numbers for the Airtrack services are estimated in a number of documents provided as part of the TWA. There are some discrepancies in total number of passengers that the new services will generate. The County Council has asked for these to be clarified.

8 ROLLING STOCK AND ELECTRIFICATION

8.1 These trains will consist of 5 and 10 car sets. The London (Waterloo) service is planned to run with 10 car sets and the Guildford/Woking and Reading services with 5 car sets. The existing Heathrow Express will be extended from T5 to terminate at Staines station (bay platform to be constructed).

8.2 All services will run on dual electrification, with the third rail system in operation over the entire existing network and planned for most of the new line at the chord and across Staines Moor and some of Stanwell Moor. Overhead lines are planned to be installed from the T5 station to a point approximately 1km to the south of the tunnel entrance. Third rail will also run over part of this section to allow for a change over in power supply. It had been originally planned to operate overhead lines across all of Stanwell Moor and Staines Moor but this has been revised following objections raised during earlier consultations.

9 ISSUES RELATING TO THE TRANSPORT AND WORKS ACT APPLICATION

9.1 The TWA application has identified a number of issues that relate to Surrey and the paragraphs below have identified these together with officer comments and recommendations. The proposed AirTrack Services affects the following Borough and Districts either directly or indirectly as shown below.

Directly affected

Spelthorne and Runnymede (see 9.3 to 9.7)

Indirectly affected

- Guildford (see 9.8)
- Woking (see 9.9)
- Surrey Heath (see 9.10)
- Waverley See (see 9.11)

The following sections of the report firstly consider the directly affected Boroughs of Spelthorne and Runnymede under five headings.

- Highway Impacts
- Staines Chord
- Pedestrian Equestrian and Cycle Impacts
- Environmental Impacts
- Bus and Rail Stations

9.3 HIGHWAY IMPACTS

9.3.1 Issue - Level Crossings with increased down time.

Level crossings at Thorpe Road, Vicarage Road and Station Road Egham with increased down times will lead to;

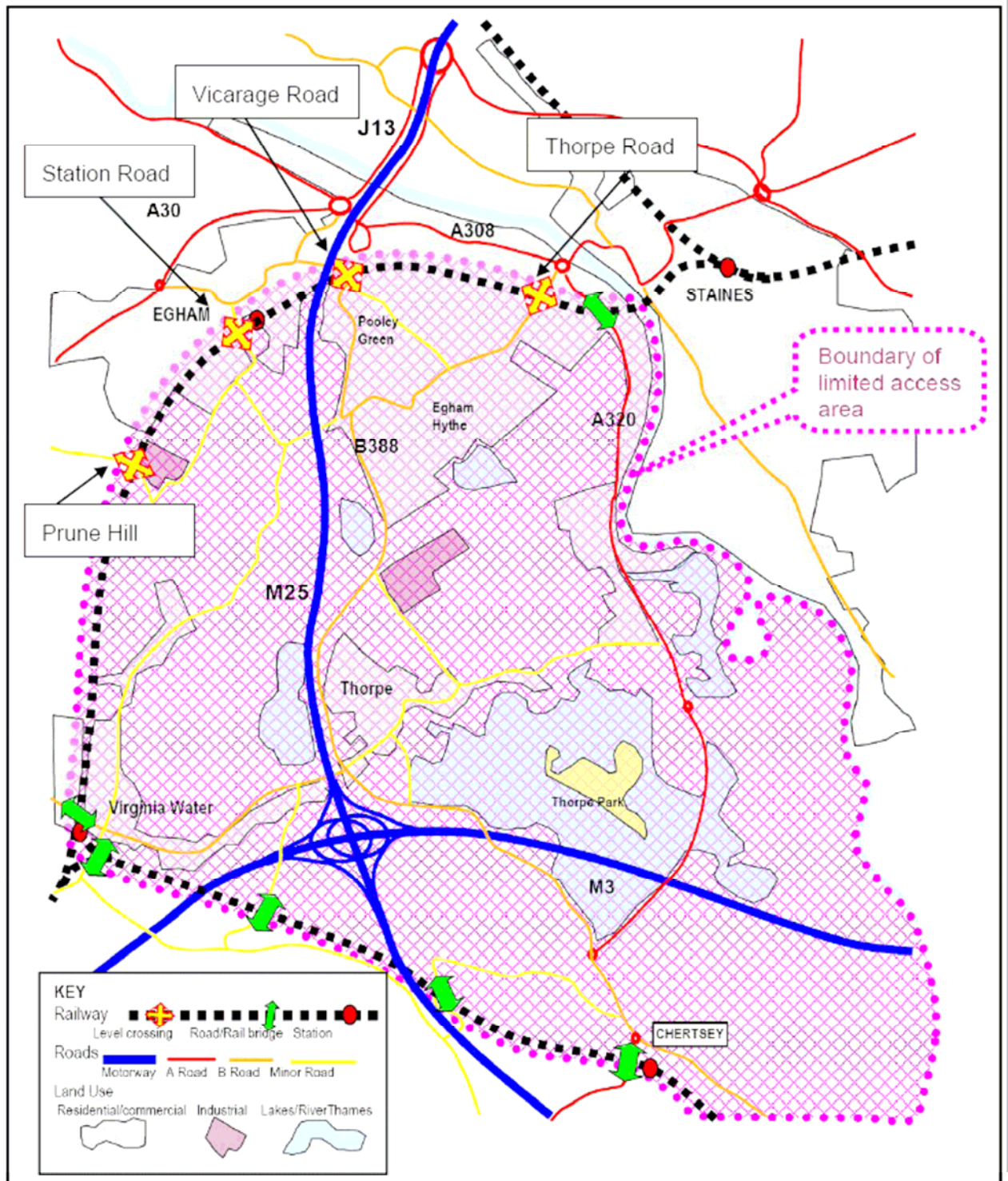
- (a) increased road congestion and the impact on bus reliability,
- (b) reduced access for pedestrians, cyclists and people with disabilities'
- (c) child safety at level crossings – potential increased casualty risk as level crossings become busier and pedestrians are more likely to have to wait at barriers.

Comments –

A first tranche of manual surveys have been undertaken by the County Council to establish the baseline situation, but this remains a key concern. A survey report has been issued to the level crossings sub group. Additional traffic modelling is being undertaken to look at the operation of the Thorpe Road level crossing in conjunction with Egham roundabout. the County Council has not undertaken any modelling work of the other level crossings.

A mitigation package of measures is currently being developed, but will require Cabinet approval and it is expected that the 'Airtrack scheme' would fund these works.

Recommendation – The scheme as proposed will cause unacceptable traffic problems at a number of level crossings. This will lead to traffic congestion, delays, poor bus reliability and access problems for the emergency services, especially the Thorpe Road, Vicarage Road and Station Road areas. A mitigation package of measures currently being identified could overcome these concerns subject to funding of the identified measures by the scheme promoters and subject to Cabinet approval.



9.3.2 Issue - On street parking around Staines station

Increase in parking around town, in particular Kingston Road due to Airtrack.

Comments – Waiting restrictions are in place along much of Kingston Road, but there are few restrictions along local residential streets. In June 2008 The County Council's Local Committee for Spelthorne resolved that the parking situation in Staines be reviewed during summer / autumn 2009 with regard to controlled parking. The issue is resolvable but will require funding for the consultation & implementation of a Controlled Parking Zone (CPZ).

Recommendation – the County Council is not satisfied that sufficient mitigation measures have been planned to alleviate on-street parking in the area of Staines station and therefore requires funding towards consultation and implementation of a Controlled Parking Zone. Therefore, the County Council currently **OBJECTS** to the lack of mitigation measures.

9.3.3 Issue - Impact of traffic on Staines Town Centre.

Comments - The impact of traffic in Staines town centre is of concern whilst the construction of the planned railway is being undertaken and the TWA application modelling has not been presented adequately to enable a judgement to be made.

Recommendation - Staines Traffic –The impact of traffic in Staines town centre is of concern whilst the construction of the planned railway is being undertaken and the TWA application modelling has not been presented adequately to enable a judgement to be made. - The County Council is not satisfied with the details presented and therefore **OBJECT**.

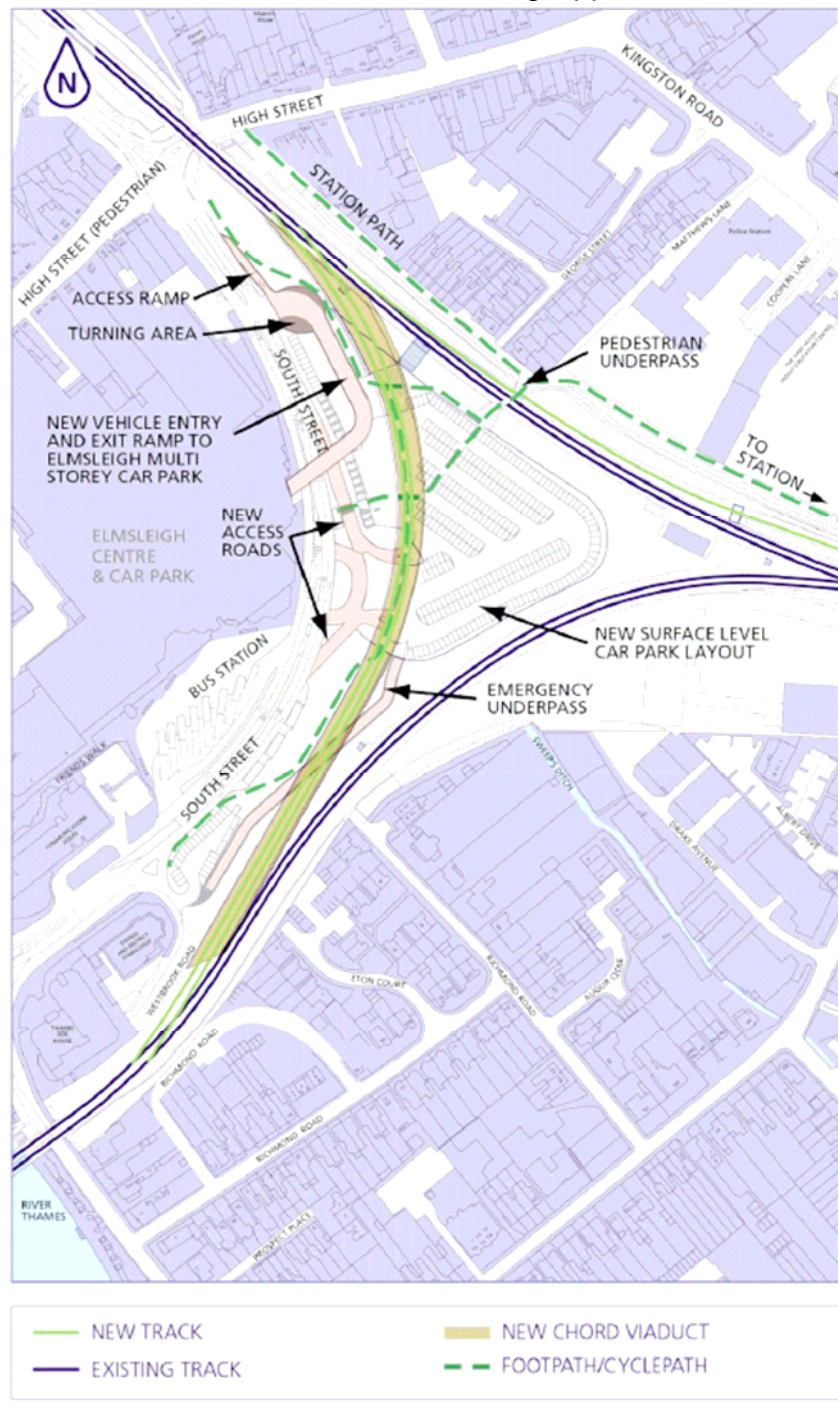
9.4 STAINES CHORD

9.4.1 Issue and comments - Staines Chord adjacent to South Street

- (a) Pedestrian/cycle routes linking Station Path to town centre - In principle the route is acceptable to the County Council/ Spelthorne Borough Council (SBC). Concerns regarding the visual impact and the routes feasibility remain. More detail is required especially on the design of the structures.
- (b) Impact on operating South St car park post construction - Subject to barriers being set back far enough from public highway and the actual detail of the barriers being agreed with the County Council/ SBC. Detail to be agreed in detailed design stage.
- (c) Loss of bus bays needed for operation of Staines bus station - The County Council believes this aspect of the design has now been satisfactorily addressed, with three bus bays now firmly in the design, however, there are concerns with the construction of the chord and the retaining walls affecting these bus bays.

- (d) Acceptability of structures relating to Surrey County Council Highways, including structures near to the bus bays – the County Council will not maintain the structures associated with the proposed chord. The issue is the potential impact on the public highway during construction although it is inevitable that the construction of this scale of work will cause disruption. It is unlikely that the bus bays will be retained during construction of the chord retaining walls. Detailed discussions will be required with the appointed contractor.

Recommendation – The County Council does not raise any objections at this stage and will comment when the Planning Application is submitted.



9.5 PEDESTRIAN, EQUESTRIAN AND CYCLE IMPACTS

9.5.1 Issue - Rights of Way (Bridleway)

Retention of bridleway west of the new railway poses equestrian safety risks.

Comments - TWA Order proposes retention of Bridleway 50 (BW50) Staines east of railway, the existing tarmac surface with a lack of screening will result in unsafe and unpleasant route for equestrians and cyclists between the M25 and the high speed rail line. The County Council would like BW50 retained as a footpath only, but the equestrian rights created to the east of the rail line, where there will be an earth or gravel surface and better screening from the rail line. The TWA Order proposes footpath rights only. Spelthorne Borough Council has reservations about the County Council's preferred option.

Recommendation - the proposed Bridleway 50 located between the planned railway and the M25 is unsuitable because it would be an unattractive route for horse riders and cyclists. The County Council requests that a new Bridleway is created to the east of the planned railway line on an alignment agreed between BAA, SBC and the County Council.

9.5.2 Issue - Rights of Way (Stopping up / Diversion of Rights of Way)

- **Stopping up**– the TWA Order proposes cul-de-sac paths leading to health & safety issues at stopped up crossings.
- **Diversion** - the TWA Order has omitted a section of path to be diverted / created or stopped up. BAA have been informed about the omission.

Comments and Recommendation – BAA believe that the TWA order can only stop up those parts of the highway directly affected by the scheme. Because of this, the TWA order does not stop up all redundant highway resulting in a number of potentially dangerous cul-de-sac routes, which would need to be tidied up. The proposed rights of way amendments should be amended, to correct errors in the application and to create sensible routes. The County Council should continue its dialogue with BAA and Spelthorne Borough Council to define an appropriate network of rights of way.

9.5.3 Issue - Staines – Stanwell Moor – Heathrow Cycle Route

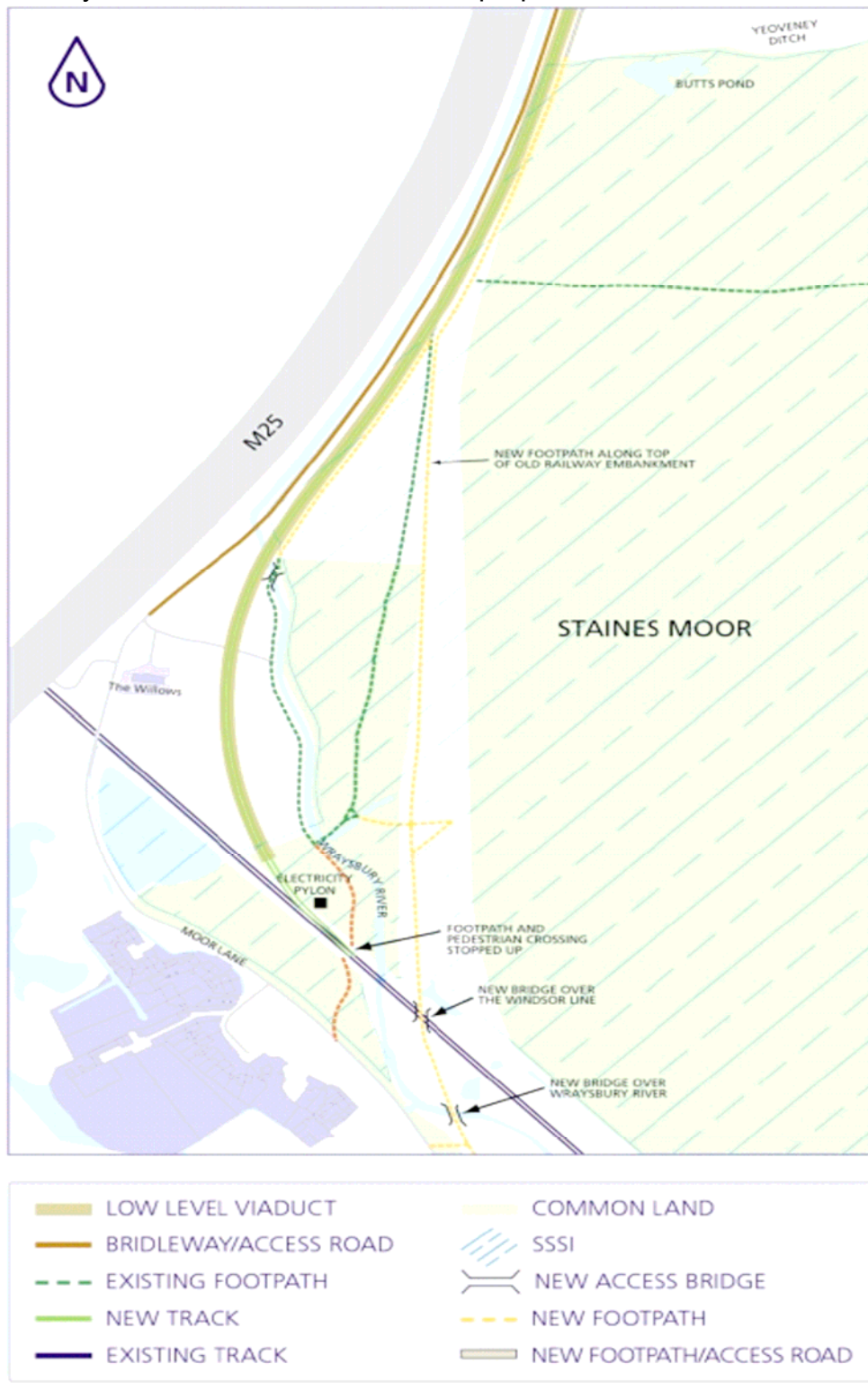
There is a need for a direct cycle track to extend from Staines to Heathrow Airport with a link to or via Stanwell Moor.

Comments and Recommendation – The current proposals use the existing Bridleway 50 that would be 'sandwiched' between the M25 to the west and the planned railway to the east, of which 1080 metres will be on a low viaduct that could create a 'tunnel' affect and give the cyclist an impression of being 'trapped'. This route does not meet four of the five Core Design Values for cycling, in safety, directness, attractiveness and comfort. The proposed Staines–Stanwell Moor–T5 cycle route is unsuitable, as it does not meet Core Design Values for cycling; in safety, directness, attractiveness and comfort where improvements could be made. The County Council should negotiate with BAA on a more appropriate route.

9.5.4 Issue - Staines Station pedestrian/cycle link to town centre (South Street Car Park).

Impact on pedestrian/cycle link to town from station to South Street car park.

Comments and Recommendation – BAA state that works are entirely within Network Rail land, the pedestrian / cycle route will remain open throughout the construction period and will be widened at the ‘Station end’ on completion. The County Council are satisfied with the proposals.



9.6 ENVIRONMENTAL

9.6.1 Issue - Impact on Site of Special Scientific Interest and Ecology

TWA plans impact on Site of Special Scientific Interest and Ecology within Staines Moor.

Comments and Recommendation – Insufficient compensatory land proposed for the loss of nationally important SSSI. The County Council **OBJECTS** to the SSSI and Ecology treatment proposals submitted in the TWA Environmental Statements due to insufficient compensatory land proposed for the loss of nationally important SSSI.

9.6.2 Issue - Landscaping

Landscape restoration will be needed following construction works.

Comments –

Landscape fragmentation and degradation, both visually and physically, are major issues. The assessment picks up on these aspects, but it does not explore how the area could be potentially enhanced in the context of its historical and landscape characteristics and how additional planting could address key visual issues. The landscape assessment was carried out in spring and late summer when trees and shrubs are in full leaf. Therefore any mitigation scenarios will reflect the planting during the same spring-late summer period and discount influences experienced in the winter period. It is considered that 15 years for mitigation planting to take effect is optimistic. The assumption made that there will be no permanent visual amenity effects, may be misleading. Airtrack has identified specific visual effects in their assessment that apply to the area in general terms, with or without the Airtrack development. It is not proposed that these wider visual effects will be mitigated 'wholesale' and from the information provided it is not entirely clear what visual effects Airtrack will seek to mitigate or where the location of mitigation planting or other measures will be.

In terms of Staines Moor, loss of vegetation cover and screening will have a medium term impact, whilst awaiting the establishment of any replacement planting. This may be deemed unacceptable where impacts are evident for up to 15 years or more. It is not possible to respond to this point until full details are available. Mitigation effectiveness and time scales in relation to Moor Lane and Staines Moor will be of concern. This largely depends on species choice, species mixes, density of planting, and most important, sound management provision. This information is not available at this stage.

In addition it is difficult to see how any proposed landscaping and ecological compensation be achieved in view of the BAA Policy of Safeguarding Heathrow airport from bird strike.

Recommendation - The County Council **OBJECTS** to the Landscaping proposals submitted in the TWA Environmental Statements A revised Landscaping Plan would need to be submitted that is acceptable to the County Council to remove the objection.

9.6.3 Issue - Archaeology

The Archaeology Chapter within the Environmental Statement highlights that the proposed Airtrack route has a high potential for containing deposits from a variety of periods ranging from the Palaeolithic on Staines Moor to the post-medieval in Staines, and includes discussion on the potential destructive impact of the development on these deposits.

Comments – The archaeological work required as a condition of development will need to be incorporated into the development programme at the earliest possible opportunity.

Archaeological work will need to be considered in all areas of the development where there is the potential for archaeological deposits to be impacted upon.

Within Surrey, the scope and detail of all the archaeological work will need to be agreed between the applicant and the County Council's Archaeological Advisor. The Environmental Statement Volume 1 point 7.5.6 provides a broad outline of the steps needed to be undertaken so that the County Council is in a position to determine the scope and detail of the archaeological work, and what the likely archaeological scheme will comprise.

Recommendation - The County Council awaits the submission of an Archaeological Plan to be agreed between the County Council, Spelthorne Borough Council (as Planning Authority) and English Heritage.

9.6.4 Issue - Overhead Power Lines

Concern was raised relating to the planned overhead power lines across Staines Moor.

Comments – The TWA Environmental Statement Volume 1 states that the Heathrow Express trains, planned to use T5 to Staines route, will be dual voltage and as such the overhead lines will cease approximately 1 KM south of the tunnel entrance on Stanwell Moor. BAA state that this was the minimum requirement from Network Rail. BAA also advice (via Network Rail) that Third Rail and Overhead Lines should not be within a confined space such as a tunnel, due to 'earth leakage' and corrosion of reinforced concrete.

Recommendation - The County Council accepts that the minimum length of overhead line has been proposed.

9.6.5 Issue - Waste arisings from construction and disposal

The report indicates that of the 376,000 cubic metres of waste referred to as “non-landfill” waste, some will be surplus (i.e. in addition to the estimated 49,000 cubic metres of contaminated landfill waste). How is this to be treated?

Comments – Had this proposal been submitted as an application for planning permission, the applicant would have been required to submit a waste management plan in accordance with recommendations in CLG’s Validation of Planning Applications Guidance (December 2007). Without this submission, the planning application could not be properly assessed and it would not be considered possible for a planning decision to be made. It is reasonable to assume that the same principle would apply to a TWA application.

There is a need for an environmental impact assessment to assess the acceptability of the application. This environmental impact assessment does not adequately address the issue of waste management; therefore the potentially significant environmental impact of the proposals cannot be fully assessed prior to the completion of a waste management plan.

The waste management plan should include full survey information on the types of material and the method and location of disposal. It should include a clear indication of the surplus spoil volume. The report indicates that of the 376,000 cubic metres of waste referred to as “non-landfill” waste, some will be surplus (i.e. in addition to the estimated 49,000 cubic metres of contaminated landfill waste).

The plan should identify licensed sites for the disposal of spoil that are located as close as possible to the construction site, i.e. in northwest Surrey. Consideration should be given to the remediation of hazardous waste. Any reasons for it being untreatable should be clearly stated.

Recommendation –the proposals submitted in the TWA Environmental Statements for waste management are insufficient. BAA should submit a Waste Management Plan to allow Surrey County Council to form a judgement on this point.

9.7 BUS AND RAIL STATIONS (see also South West Trains Network map earlier in this report.)

9.7.1 Issue - Staines Bus Station.

The ability of buses to turn right out of Staines bus station.

Comments - The County Council and SBC have agreed to the Elmsleigh Centre's proposals on the layout of the bus bays on South Street, under the recently approved Planning Application.

Recommendation – The County Council does not raise any objections at this stage and will comment when the Planning Application is submitted.

9.7.2 Issue - High Street (Staines) Station

Concern that deletion of the proposed new station is not adequately justified.

Comments – BAA state, that demand forecasting showed very low incremental patronage figures (47,000 net) for the station and would result in a range of environmental impacts, such as station noise, townscape and visual impacts, flood risk and potential privacy concerns associated with adjacent dwellings. Heathrow Express extended to run into Staines station.

Although the forecast figures are low, new patronage is likely to be generated by people living in Spelthorne and working in Woking/Guildford and visa versa.

Construction costs are estimated at around £17m, but evidence of similar new stations have been constructed for £3 to 6m.

Recommendation – the originally planned High Street (Staines) station should be reinstated, to provide a direct rail service between Staines, Woking and Guildford.

9.7.3 Issue and Comments - Staines Station including forecourt

(a) The original railway station (Kingston Road side) will be demolished and relocated approximately 25m east of its present location so that the new 'bay platform and railway track' can be constructed. There is concern about the lack of detail on station facilities (e.g. ticket office windows, retail, refreshments etc).

There is still little detail to give confidence that the new station will offer a high quality facility to attract passengers and meet the standards set by Heathrow Express services. Further details are expected when a Planning Application is made.

(b) Lack of detail on interchange facilities within the forecourt relating to bus movements.

There is little detail on the design of the interchange in the north side forecourt, not enough to give confidence that the layout of bus bays will allow buses to overtake each other. BAA state that this has been modeled and the swept paths are acceptable. This will be confirmed when a Planning Application is submitted

(c) Reduction in staff and public car parking in station forecourt due to station remodelling.

No objection in loss of 23 public car parking spaces, subject to improvements in public transport/walking/cycling facilities. Spare capacity is available within Staines Town Centre. London Road Car Park is only 100m away – but may need signing, publicity etc. However, if free on-street parking is available then it may not be well used. No cycle parking facilities are indicated on north side of station

(d) New footbridge may affect the Highway.

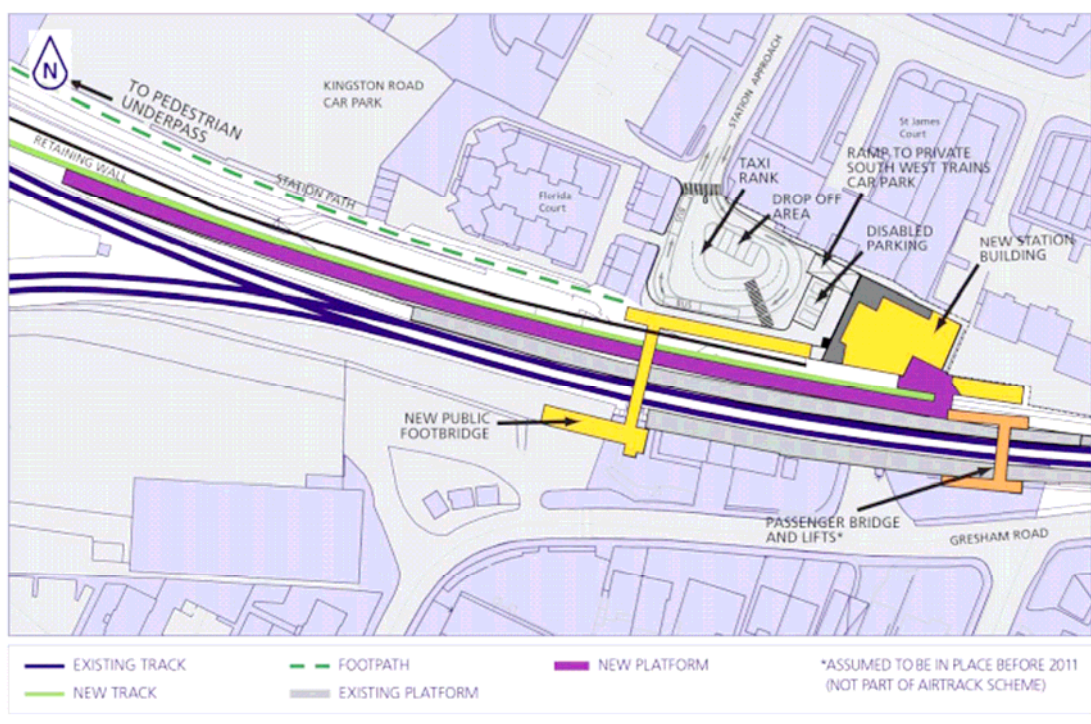
BAA have confirmed that the new footbridge will be located on non highway land and will be maintained by Network Rail.

(e) Increased car/taxi/cycle/pedestrian movements from passengers accessing new train services at the station.

If the model is not robust, then the effects on the car / taxi / cycle / pedestrians are misleading.

- If the model is correct and robust, the Transport Assessment (Volume 6) assumes that the effect is small because parking controls are in place. This is not the case for Chertsey and Staines.
- The Transport Assessment does not seem to include movements regarding Heathrow Express and other passengers using the service for other stops, therefore the effect is underestimated.
- Are the facilities for pedestrians/cyclists adequate for any increase in movements to/from the station? Linked to the whether the modelling is correct.
- Mitigation should be provided for the County Council to review surface access to Train Stations.

Recommendation – the proposal should be amended to provide additional cycle parking facilities on the north side of the planned new Staines station. The precise details of these facilities should be agreed between the County Council, scheme promoters and South West Trains.



9.7.4 Issue - Virginia Water Station

Has Virginia Water Station been considered for a stopping location?

Comments – If Airtrack trains stopped at Virginia Water, this would enable improved connections to be made to Staines and stations on the Reading line from Guildford/Woking.

Recommendation – The County Council request that BAA investigate the possible use of Virginia Water as a stopping location on the Guildford/Woking route.

9.7.5 Issue - Chertsey Station

Concerns about car park capacity and potential use of station as park and ride.

Comments – Site visits indicate that the car park is well use, with some available spaces at times. The County Council have no real concerns. The Car park is managed by Network Rail.

The number of passengers may have been underestimated, as Transport Assessment (TA) does not seem to include passengers using the Heathrow Express or services for other stations, therefore the true impact cannot be judged. Mitigation, however, is likely to be the same - On-street parking controls may need reviewing in order to prevent parking dangerously and/or control any potential overspill parking.

Recommendation – The County Council will need to review the impact from an Airtrack service from this station in relation to on-street parking, in which funding will be required as mitigation.

9.7.6 Issue - Platform Lengths

Platform lengths at certain stations are not long enough for 10-car trains.

Comments and Recommendation – Network Rail / DfT are planning on 10 and 12 car sets for 2012 and it will be a requirement of them to upgrade platforms within the existing network. The County Council does not raise any objection to this issue.

INDIRECTLY AFFECTED

It is unknown whether the new Airtrack scheme will generate significant additional car trips to all stations, which have access to Airtrack services. The TWA process does not place a requirement on BAA to consider or mitigate this.

If detailed work at a later stage reveals that there are additional trips which cause negative impacts on the highway network, these will have to be mitigated and funding sought from BAA for any measures required.

9.8 Guildford

- 9.8.1 The Airtrack Service will operate on existing rail track, therefore there are no improvement works planned in the Guildford area.
- 9.8.2 Guildford will benefit from Airtrack in that the service will provide direct rail services to Heathrow Terminal 5 (T5), however, it will not provide a direct service to Staines, as the planned new railway station at High Street Staines will now not be constructed. Airtrack trains will use the new chord, and therefore 'bypass' Staines station.
- 9.8.3 To access Staines, passengers would need to change at Chertsey. This is however a slight improvement as the present arrangement of changing at Woking as well as Weybridge can be avoided. It is considered that not many people would take up this option.
- 9.8.4 By the time Airtrack services operate, it is forecast that passengers will use the service from Guildford to gain access to Heathrow T5.
- 9.8.5 A small number of people may use the Airtrack service from Ash Vale, with a change at Woking, but again the Rail Air coach service is available now. Also, a small number of people may use the Airtrack Service from Ash and Wanborough with a change at Guildford.

9.9 Woking

- 9.9.1 The Airtrack Service will operate on existing rail track, therefore there are no improvement works planned in the Woking area.
- 9.9.2 The present Rail Air Coach service from Woking railway station to Heathrow Airport is likely to be withdrawn, as the Airtrack service will replace this.
- 9.9.3 Woking will benefit from Airtrack in that the service will provide direct rail services to Heathrow T5, however, it will not provide a direct service to Staines, as the planned new railway station at High Street Staines will now not be constructed. Airtrack trains will use the new chord, and therefore 'bypass' Staines station.
- 9.9.4 To access Staines, passengers would need to change at Chertsey, with no added advantage to the present arrangement of changing at Weybridge.
- 9.9.5 By the time Airtrack services operate, it is forecast that in the am peak hour 206 passengers will use the service from Woking to gain access to Heathrow T5.

9.10 Surrey Heath

- 9.10.1 The Airtrack Service will operate on existing rail track, therefore there are no improvement works planned in the Surrey Heath area.
- 9.10.2 There are issues in Surrey Heath in that it is not planned for Airtrack trains to call at Ascot, without which will mean no benefit to the Surrey Heath stations of Frimley, Camberley and Bagshot. As such Ascot station should be included in the schedule of stations that the Airtrack service (Reading to T5) will call at.

9.11 Waverley

- 9.11.1 The impact on the Waverley area is minimal, as the Airtrack Service does not extend to the stations in this area. However, there could be some additional patronage from Hazelmere, Witley, Milford, Godalming and Farncombe as South West Trains (SWT) services will connect with Airtrack services at Guildford and Woking.
- 9.11.2 No details are available on forecast patronage from these towns, but it is considered to be small, as a through SWT service is available at present to Woking where the Rail Air service can be used.
- 9.11.3 A small number of people may use the Airtrack service from Farnham, with a change at Woking, but again the Rail Air coach service is available now.

9.12 Other Issues

During the last round of consultation other issues were raised that have not been included in the above themes, therefore these issues have been detailed below.

9.12.1 Issue: Viability of scheme

Concerns have been raised regarding the viability of the project given the economic downturn.

Comments; BAA and not the County Council are promoting the scheme. BAA will need to put forward a Business Case for the project.

9.12.2 Issue: Airtrack Fares

Further clarification regarding the fares to London were requested and in particular, whether passengers using Staines station to get to London Paddington via Heathrow, would be required to pay a 'Premium Fare'.

Comments; this is an operational issue and will depend on the prevailing fares environment set by the Government.

9.12.3 Issue: Airtrack and third runway

What is the relationship between the Airtrack proposals and a third runway at Heathrow?

Comments; there have been proposals to build a southern rail link into Heathrow since the 1960's. The Airtrack Forum first put the current proposals forward in 2000, and since 2006 Heathrow Airport Limited further developed these proposals. However, there is no direct link to proposals for the construction of a third runway at Heathrow.

9.12.4 Issue: Surrey County Council response to Government

How much weight would Government give to Surrey County Council's response?

Comments; Surrey County Council are one of the Local Authorities in the area that BAA must consult with. The County Council will respond to this consultation including an 'Issues and Mitigation log' that will be sent to the Secretary of State. If required, a Public Inquiry will be held that will be presided over by an Inspector, when all formal relevant objections and support will be investigated and the Inspector will report to the Secretary of State who will determine the application.

9.12.5 Issue: Liaison with neighbouring authorities

Has the County Council carried out liaison with neighbouring authorities such as Windsor and Maidenhead, which have level crossings, which could be affected?

Comments; There has been some liaison with neighbouring authorities in the past outside of Surrey. However, now that the TWA Heathrow Airtrack Order has been submitted, it is for each authority to determine their response to the Secretary of State.

9.12.6 Issue: Airtrack partially implemented

The possibility that the Airtrack proposals could be implemented partially rather than in full. For example by running additional services between Staines and Waterloo but not Reading and Guildford, in order to minimise costs.

Comments; Yes, this would save the cost and disruption of the Staines Chord construction, but not that of the Staines Moor new line. It would also impact on the business case overall for Airtrack. We would expect BAA to have modelled this as an alternative to the scheme it is currently proposing. However, it is not known whether they have done this.

10 OPTIONS

10.1 The County Council has previously supported the principle of the Heathrow Airtrack scheme for the benefits that it will bring to Surrey in general and Spelthorne Borough in particular.

10.2 There remain several major issues of detail where the County Council will want to be reassured about the impact of the scheme on residents and businesses. This includes the impact of the new services on level crossings, local traffic, car parking, waste, landscaping, rights of way and station access and cycle facilities.

10.3 The Committee may therefore wish to qualify its response to this consultation exercise by providing additional comments to the recommendations.

11 CONSULTATIONS

11.1 BAA have sent copies of their TWA Order and associated material to a wide circulation list and the public can view these documents at local libraries and Borough Council offices within Spelthorne and Runnymede and on line (www.heathrowairport.com).

11.2 Members of the County Council have received copies of the Non-technical Summary of the Environmental Statement relating to the TWA 1992, Heathrow Airtrack Order 2009.

11.3 BAA's timetable for TWA Order allows for a formal response from the County Council on the 18 September 2009 (42 day period). However, the County Council has requested an extension to this period, due to the 'summer recess' to its committee process, until 14 October. Following the County Council's formal response, it is likely that a public inquiry will be held during the spring of 2010.

12 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 12.1 There are no immediate cost implications of this scheme, apart from officer time to assess and respond to the TWA. The scheme could bring economic benefits to Surrey and Spelthorne. These benefits have not yet been quantified.

13 EQUALITIES AND DIVERSITY IMPLICATIONS

- 13.1 In general terms, improving rail services has positive equalities and diversity implications because it improves mobility for people without access to a car. Any new trains required for this service are likely to be more accessible than existing trains.

14 CRIME AND DISORDER IMPLICATIONS

- 14.1 None.

15 CONCLUSION AND RECOMMENDATIONS

- 15.1 The Heathrow Airtrack scheme would bring positive benefits to Surrey, especially where the Airtrack service is planned to stop (Guildford, Woking and Chertsey). It would not only improve access to Heathrow, but would also increase capacity for other rail services. This would help to reduce rail overcrowding and provide an alternative to the private car.
- 15.2 There are likely to be economic benefits. The scheme would help airport employees to travel to work. It would also help to improve Surrey's attractiveness as a location for businesses by providing direct rail access to Heathrow for overseas travel.
- 15.3 However, as with all major transport schemes, there would be disadvantages. There will inevitably be some disruption during the construction phase. Increases in the number of rail services will lead to longer/ more frequent level crossing closures. A fact that could occur in any case if current train operating companies increase train frequencies, which they would not be required to consult the County Council upon.
- 15.4 The construction of the railway across Staines Moor and Stanwell Moor raises major concerns relating to the SSSI, rights of way, waste disposal and landscaping.
- 15.5 The 'Officer Recommendations' are located at the front of this report, but the Committee views are requested on the merits of the overall scheme and the issues as they apply to this Committee to enable the County Council's Cabinet to be fully informed.

16 REASONS FOR RECOMMENDATIONS

- 16.1 The TWA application has enabled officers to make an informed view about the themes indicated above, and where these have raised sufficient concern an objection has been included within the Recommendations.
- 16.2 In addition to the above, to provide a response from the Committee to the County Council's Cabinet to enable a formal response to be made by the County Council following Full Council on the 13 October 2009.

17 WHAT HAPPENS NEXT

- 17.1 The closing date for the current consultation is 18 September 2009, when an 'officer response' will be sent to BAA. An extension to the 42 day period has been granted to enable a formal response to be made on the 14 October 2009 following the County Council's Full Council.
- 17.2 A public inquiry is expected during the spring of 2010, and if powers are approved, construction is expected to commence early in 2011 with services starting in 2014.

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BACKGROUND PAPERS: Transport and Works Act Order – submitted 24 July 2009.