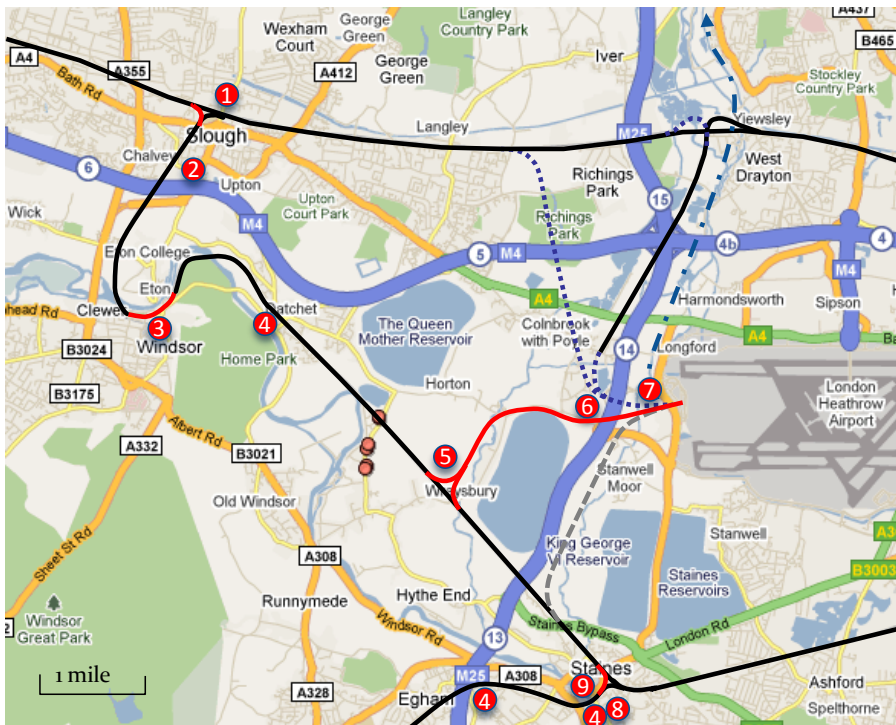


The WINDSOR LINK RAILWAY

An innovative solution to local and regional transport problems

National Advantages	How
Be Green	Reduce traffic congestion around Heathrow by providing a practical alternative to the car (e.g. reduce traffic jams on the M4).
Save HM Treasury over £1 billion	Save £500 million in cash and a further £500m in guarantees, compared to other plans (by private finance and integrating projects better)
Integrate with other transport policy (e.g. HS2 instead of runway 3)	Make the proposed high speed link to the north (HS2) more useful to a greater number of voters, especially in the home counties, and greatly reduce the journey time to the north, compared with other plans.
Cut government waste	Be seen to be working with private companies in innovative ways to save money.
Have a new rail link to Heathrow from the west	By working with private companies who have no interest in producing endless reports, parts of the new rail infrastructure could be in use by the time of the next election.
Improve the international reputation of Britain	Restoring Windsor, Britain's most visited attraction outside London, and making Heathrow more accessible would be high profile outcomes, emphasising the new government's commitment to the environment.

A MAP SHOWING WINDSOR AND HOW IT COULD SERVE A BETTER CONNECTED REGION AND HEATHROW:



- Existing railway
- Slough ideas for GtWRATH* - cost c. £500 million
- - - BAA Airtrack proposal - cost c. £500 million

Combined cost of existing proposals = £1 billion

- WLR proposal - Total cost < £500 million
- Possible HS2 spur direct to north

- 1 New platforms at Slough station and restored Royal Curve
- 2 M4 interchange at Chalvey
- 3 New station and tunnel at Windsor
- 4 Level crossing replaced by bridges
- 5 Flat junctions
- 6 Bridge over M25
- 7 Possible new HS2 terminal by T5
- 8 New Staines Town station
- 9 Restored chord at Staines

TWO FOR THE PRICE OF ONE AND A BETTER OVERALL SOLUTION.

*Great Western Rail Access to Heathrow

The scheme connects Heathrow to the west by rail as well as improving rail connections throughout the region, starting by joining the two lines in Windsor and then extending Crossrail or the Heathrow Express to Windsor, Slough and Staines. The principle is to connect small missing links in the existing rail network that can be built for disproportionate benefit. The cost for the rail infrastructure for the first phase is under £100 million, which is a fraction of the cost of competing schemes. It also aims to be entirely privately funded and parts could be operational within 3 years of approval by the Secretary of State.

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