

HEx Depot Relocation



[REDACTED]

Presentation to Slough Borough Council – 30/06/2015

Purpose of Today

- ▶ Background
- ▶ How we got to Langley
 - » Process
 - » Option Selection
- ▶ The Langley Proposal
- ▶ Next Steps

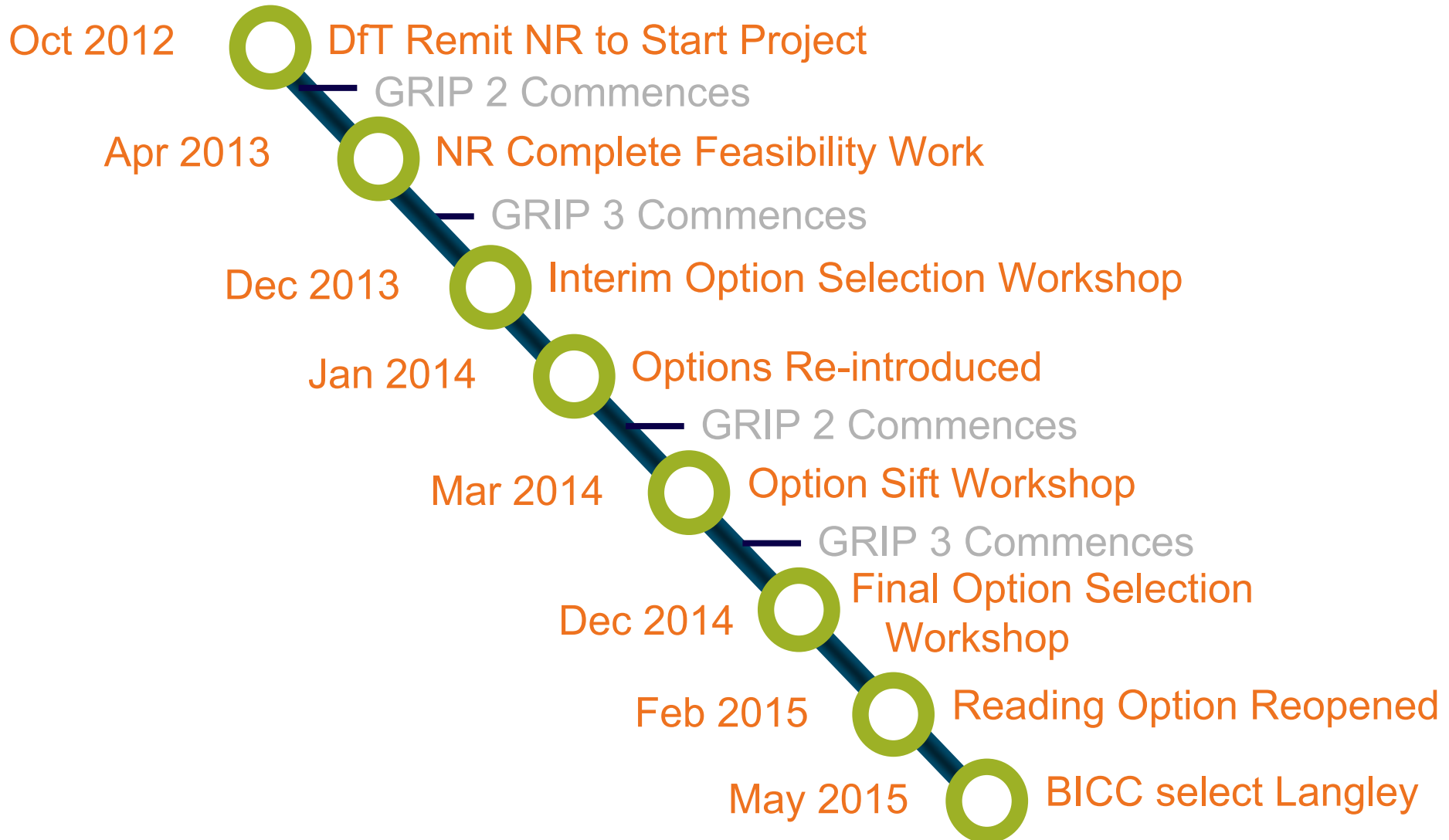
Background

Old Oak Common Today

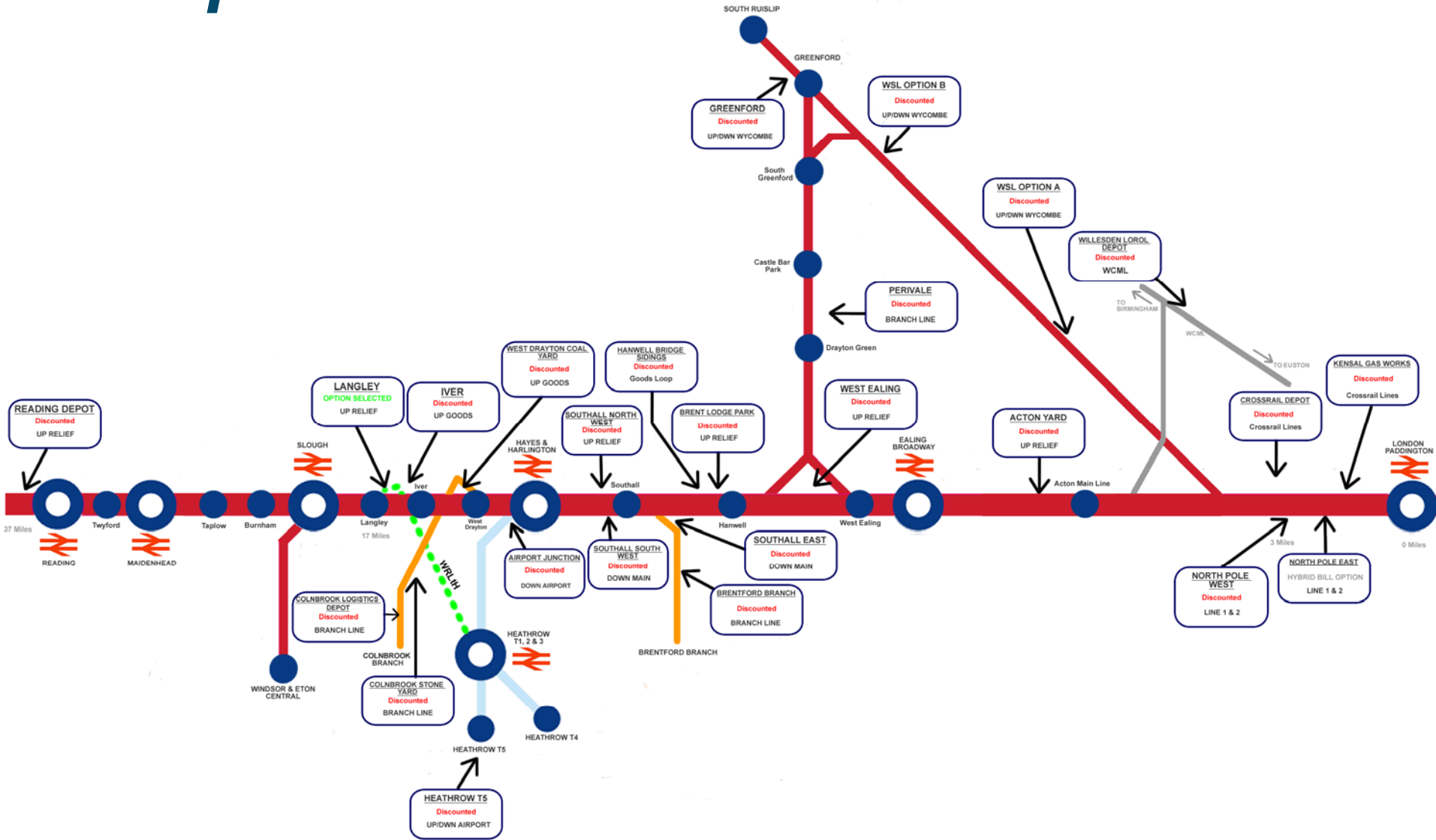


Old Oak Common 2026

Option Selection Timeline



25 Options Assessed

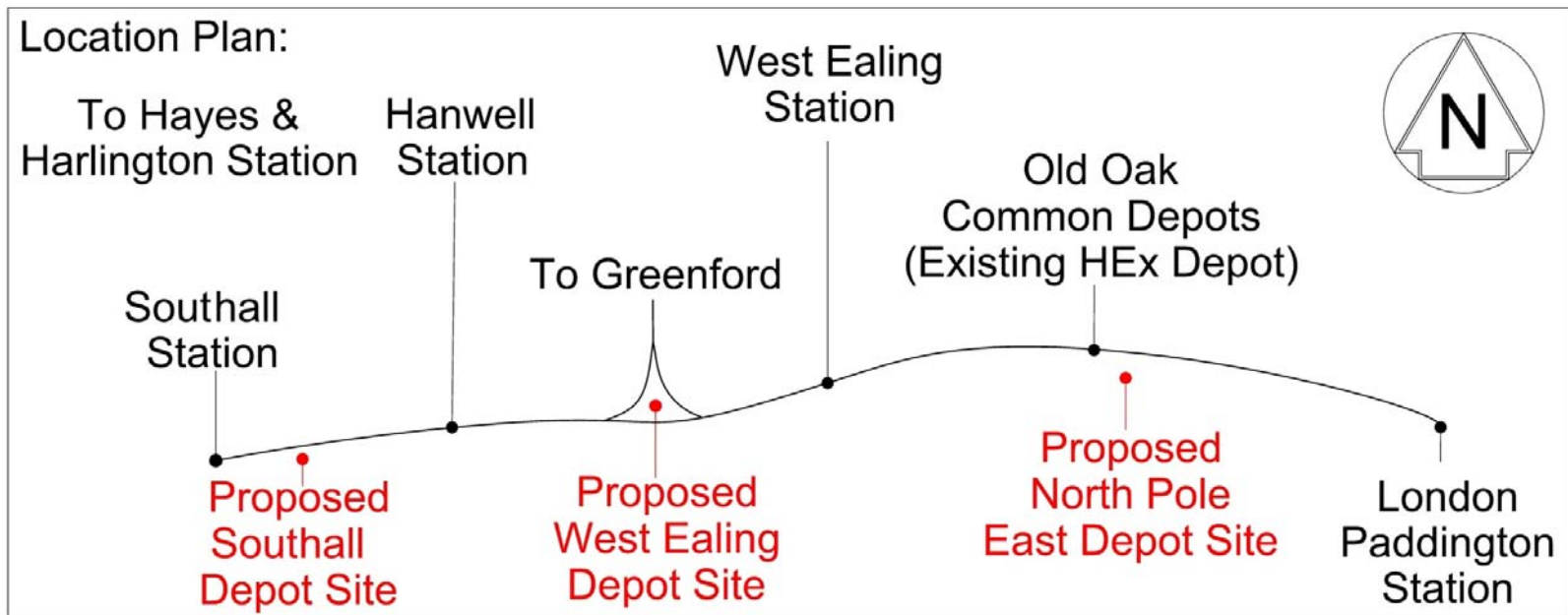


Option Selection - Criteria

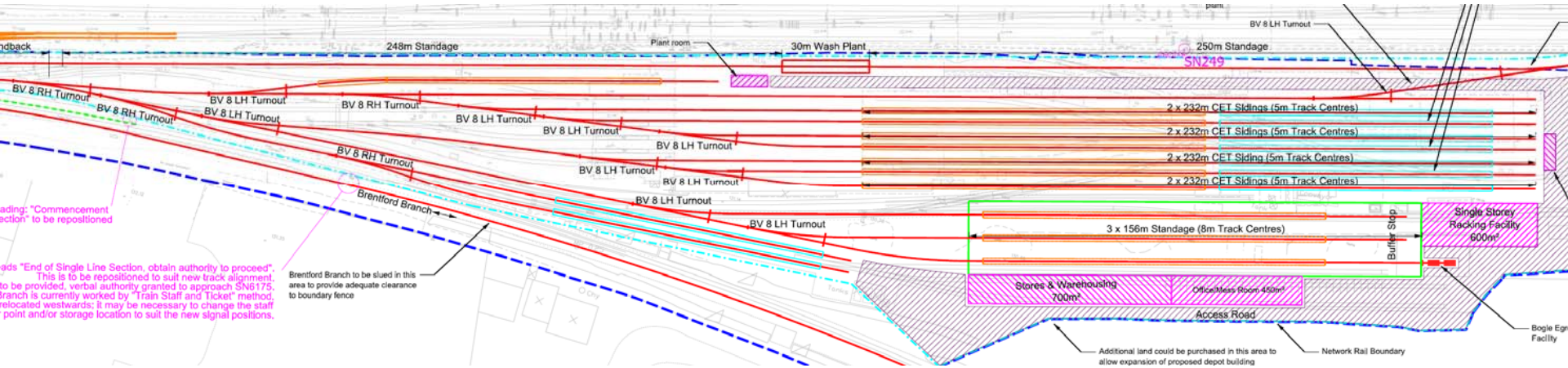
Key criteria:

- Adequate Size
- Affect on main line capacity
- Delivery timescales
- Operability & access
- Buildability/constructability
- Maintainability
- Cost
- Property, planning & land ownership
- Environment & sustainability
- Risk
- Ability to meet project requirements
- Opportunities

Initial Sites Progressed to GRIP 3 – August 2013



GRIP 3 - Southall East

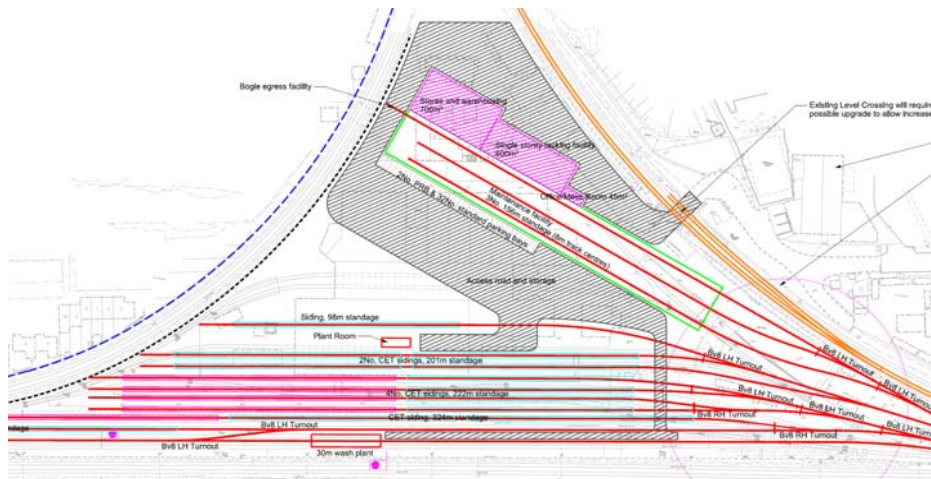


Reasons Option was Discounted:

- The impact on the maintenance and operation of the GWML including passenger & freight services
- Large number of tenants requiring relocation (Western Associates, Royal Scot Locomotive and General Trust, GWR Preservation Trust and West Coast Railways)
- Requires realignment of GWML track layout – disruptive and costly



GRIP 3 - West Ealing



Reasons Option was Discounted:

- The impact on the maintenance and operation of the GWML including passenger & freight services
- Conflict with provision of depot access and maintainability of the railway
- Poor access by road and safety risk with level crossing
- A number of tenants requiring relocation (Plasser UK and NR Maintenance Unit)
- Constrained sites increasing safety risk

GRIP 3 - North Pole East

Option Decision – Best of the 3 & included in HS2 Phase 1 Hybrid Bill

But not suitable due to:

- The impact on the maintenance and operation of the GWML (Primary Reason)
- The impact on the Intercity Express Programme (IEP) North Pole Depot
- Local Authority proposals for a very high density residential scheme for this area



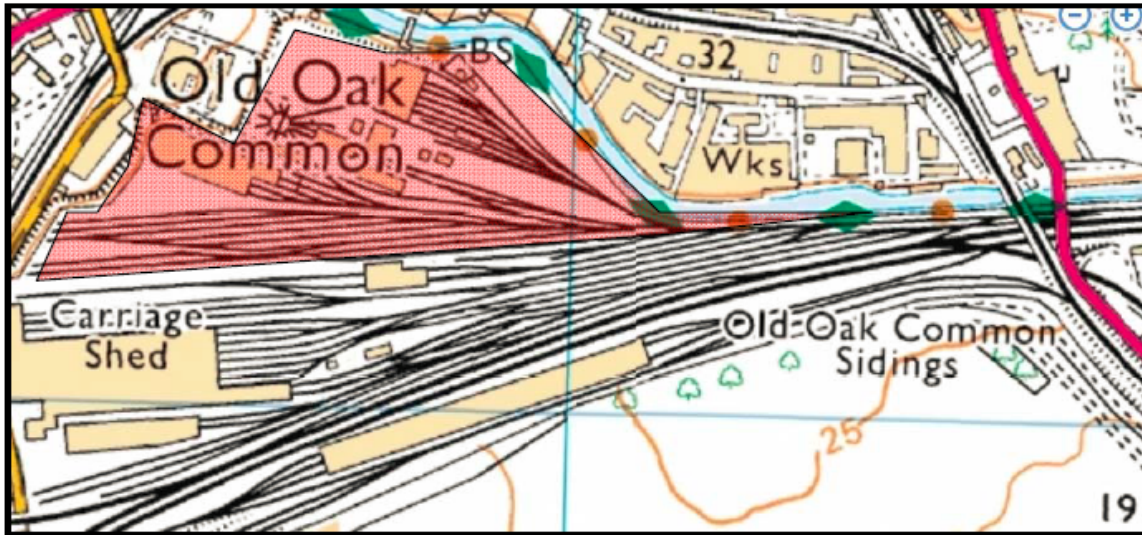
Options re-introduced in Jan 2014

- ▶ A workshop with key industry stakeholders was held in January 2014 to agree which of the 17 previously discounted options should be reassessed:

- ▶ **Decision:**
 - Crossrail Depot
 - Wycombe Single Line options
 - Southall North West Purple Parking Site
 - Langley

- ▶ GRIP 2 Feasibility commenced on above options. North Pole East used as a comparator to prove if another option is more suitable
- ▶ Southall North West was subsequently removed from the process due to a housing & retail development receiving planning permission

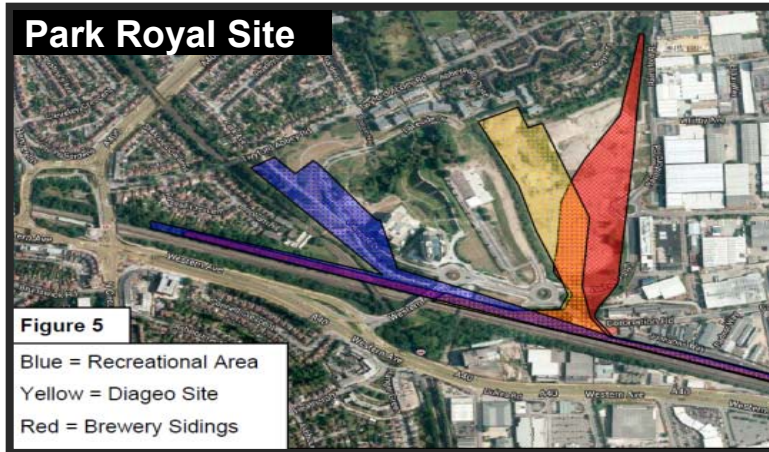
Crossrail Depot



- ▶ Following discussions with TfL, DfT concluded that relocating the HEx facility into the Crossrail Depot could cause an unacceptable level of risk to the timely delivery of the Crossrail Project

DISCOUNTED

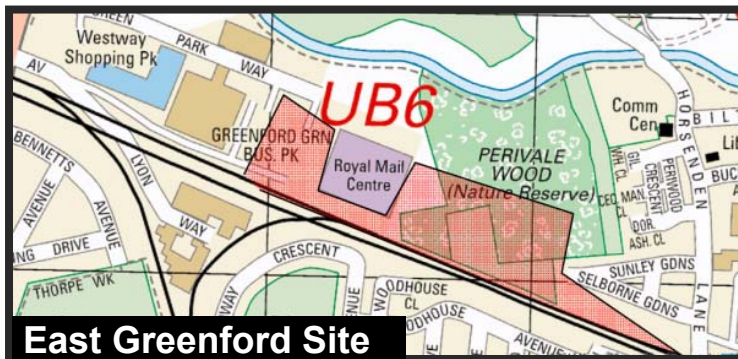
Wycombe Single Line Options



Sites discounted due to:

- Buildability – electrification of the railway required = costly and disruptive
- Planning/Property - majority of land has granted planning applications.
- Cost – high construction costs, high land costs

DISCOUNTED



Site discounted due to:

- Land-use/planning – Ancient Woodland and requires relocation of Royal Mail Distribution Centre.
- Inadequate Size - Site is too small
- Buildability – electrification of the railway required = costly and disruptive

DISCOUNTED

Langley

- ▶ The benefits of a depot at Langley:
 - Located further out of London results in less congested railway
 - Independent depot without interface with other operators
 - Strategic location between London and Reading
 - Depot easier to operate than North Pole East
 - Railway access to the site flexible with multiple accesses
 - Future opportunity to connect to WRLtH = opportunity to free up capacity on main line

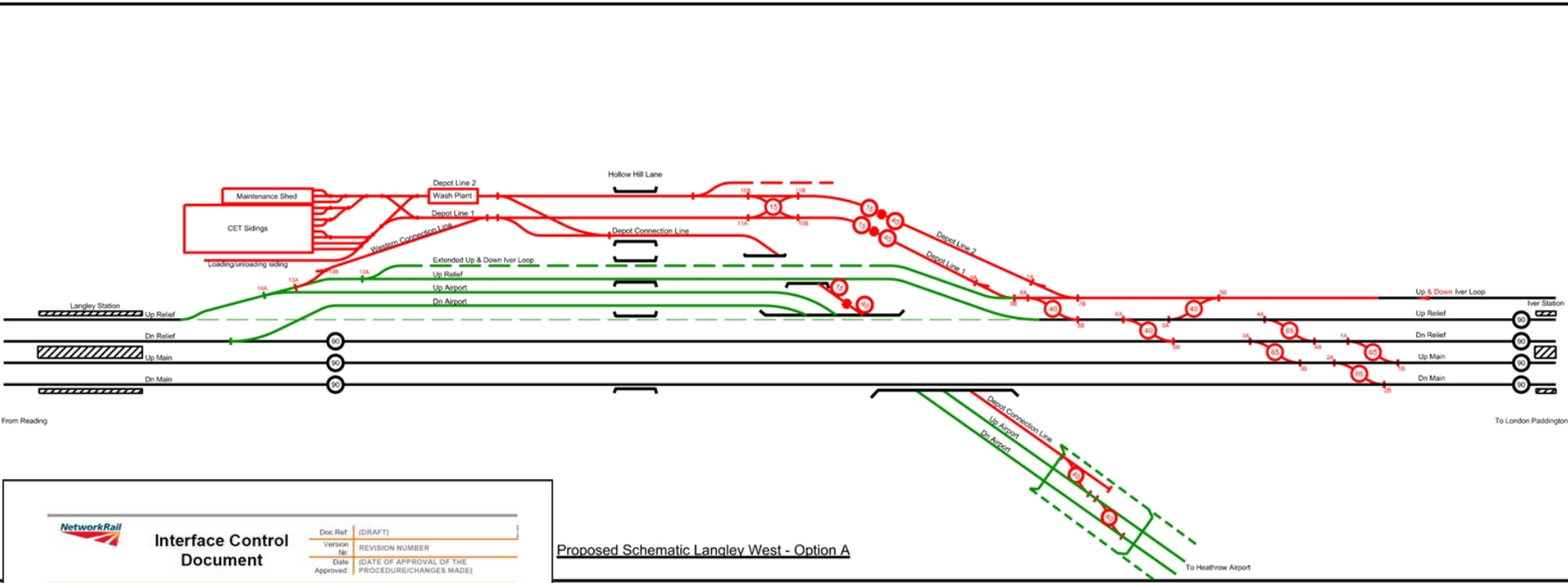
OPTION SELECTED



Langley – Design Development

- ▶ During GRIP 2 multiple design options for the Langley site were commissioned
- ▶ NR were instructed to produce a design that did not preclude the Western Link to Heathrow (WRLtH) project
- ▶ 7th April 2014 - Project Design teams and Sponsors from both projects met to agree how the Depot design is progressed
- ▶ WRLtH project advised Depot project to take the WRLtH “Green Option” as the chosen option

Langley Depot & WRLtH Design



<p>Interface Control Document</p>	Doc Ref: (DRAFT)
	Version: REVISION NUMBER
	Date: (DATE OF APPROVAL OF THE PROCEDURE/CHANGES MADE)
	Approved:

**HEATHROW EXPRESS DEPOT
WESTERN RAIL LINK TO HEATHROW**

INTERFACE CONTROL DOCUMENT

Authorisation
 Contents Owner: (N.B. No signature required)
 Type 'owner' name here Type 'owner' job title here

Approval Signature: _____
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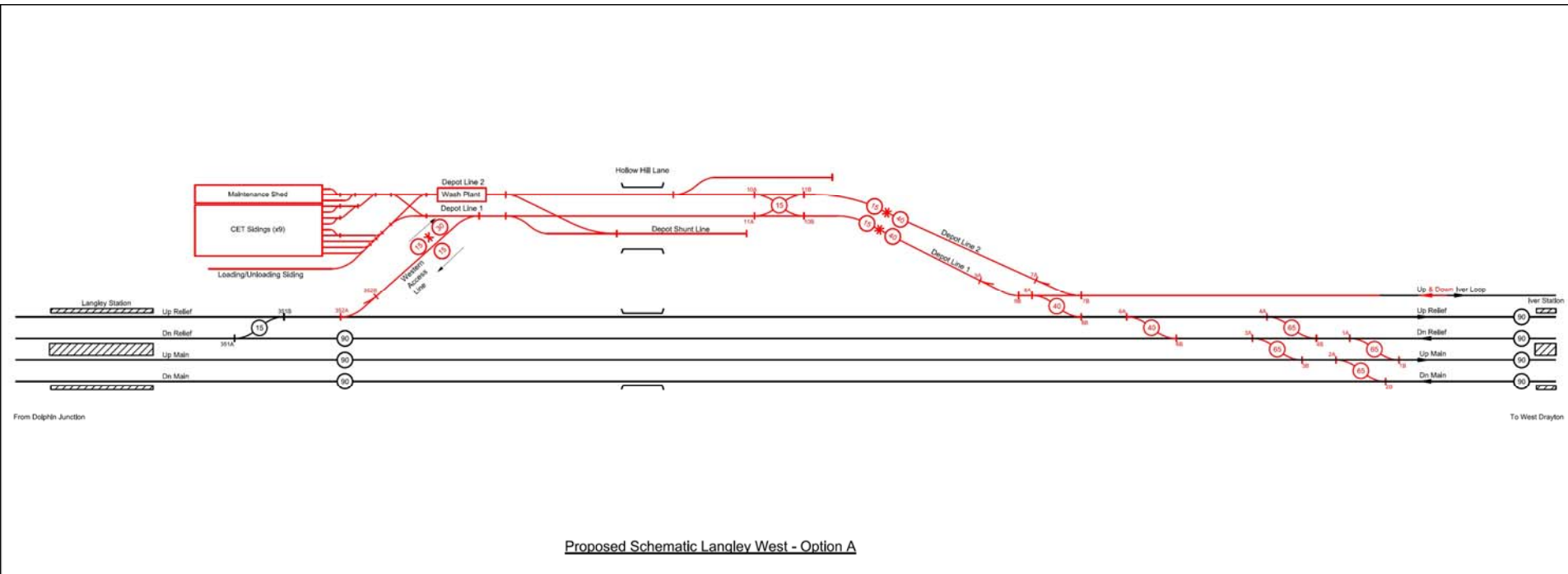
GRIP 3 Option Selection

- ▶ Option Selection workshop on 18/12/14 – Langley compared with North Pole based on criteria
 - Langley met greater number of criteria than North Pole East
 - **Langley Chosen as Single Option**
 - **North Pole East Discounted**
- ▶ Langley Sub-option selection also agreed during workshop – selecting a medium height depot
- ▶ May 2015 – DfT endorses Langley option be taken forward into AP2
- ▶ Recognised that further discussions required with Slough BC to understand best approach to Hollow Hill Lane

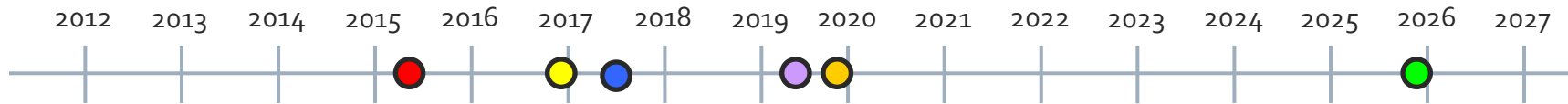
Langley – Operational Analysis

- ▶ HEx currently operate the following empty stock paths on a weekday:
 - 5 paths to Paddington at start of service
 - 5 paths from Paddington in early evening to de-strengthen
 - 5 paths from Paddington at end of service
- ▶ Between 0000-0500 capacity on GWML is reduced from 4 tracks to 2 tracks to enable maintenance
- ▶ Analysis carried out by NR in March 2015 provides confidence that the empty stock paths can be accommodated

Langley – Hybrid Bill Layout



Langley - Programme



2015 July – Additional Provision 2 submitted to Parliament

2016 December – Target date for Royal Assent of HS2 Phase 1

2017 June – Commencement of works at Langley

2019 July – Depot fully built ready to become operational

2019 December – HEx Fully Operational at new depot, OOC Closed

2026 December – HS2 Phase 1 Commences Operation

Reading Option



- ▶ February 2015: DfT asked FGW and NR to look again at the feasibility of using Reading depot for HEx
- ▶ The work confirmed that Reading:
 - was not operationally feasible for HEx
 - will be full following introduction of new EMUs in 2016
 - was not a better ‘value for money’ solution

Next Steps

- ▶ AP2 – Planned to be submitted to Parliament on 13th July 2015 including Langley Depot
- ▶ GRIP 3 design development continues
- ▶ Review approach to Hollow Hill Lane
- ▶ Ongoing engagement with Slough BC, Bucks CC & South Bucks DC to optimise the design
- ▶ HS2 Ltd to share conclusions of the Environmental Statement from the Hybrid Bill

Questions

