



Transforming Rail Access to Heathrow Airport

An innovative, privately financed new railway expanding train connections across London and southern England

<p>MODAL SHIFT TO RAIL Transfers 3 million road journeys per year to rail</p>	<p>POSITIVE EFFECT ON THE ENVIRONMENT Reduces emissions by 8,600 tonnes of CO2 and 2 tons of NOx per year</p>	<p>RAIL NETWORK BENEFITS A new orbital route from Hampshire and Surrey to Old Oak Common and London Paddington</p>	<p>CONNECTS COMMUNITIES Fast, frequent trains from Surrey, Hampshire and South West London to Heathrow Airport</p>
<p>GROWTH AND REGENERATION Enabling people to reach the jobs at Heathrow by public transport</p>	<p>GLOBAL COMPETITIVENESS Linking the region's businesses to inward investment and export opportunities</p>	<p>DELIVERABLE 10 km of new railway mainly in tunnel, filling a missing link in the existing network</p>	<p>AFFORDABLE AND VALUE FOR MONEY User funded, privately financed at no cost to taxpayers, from 2028</p>

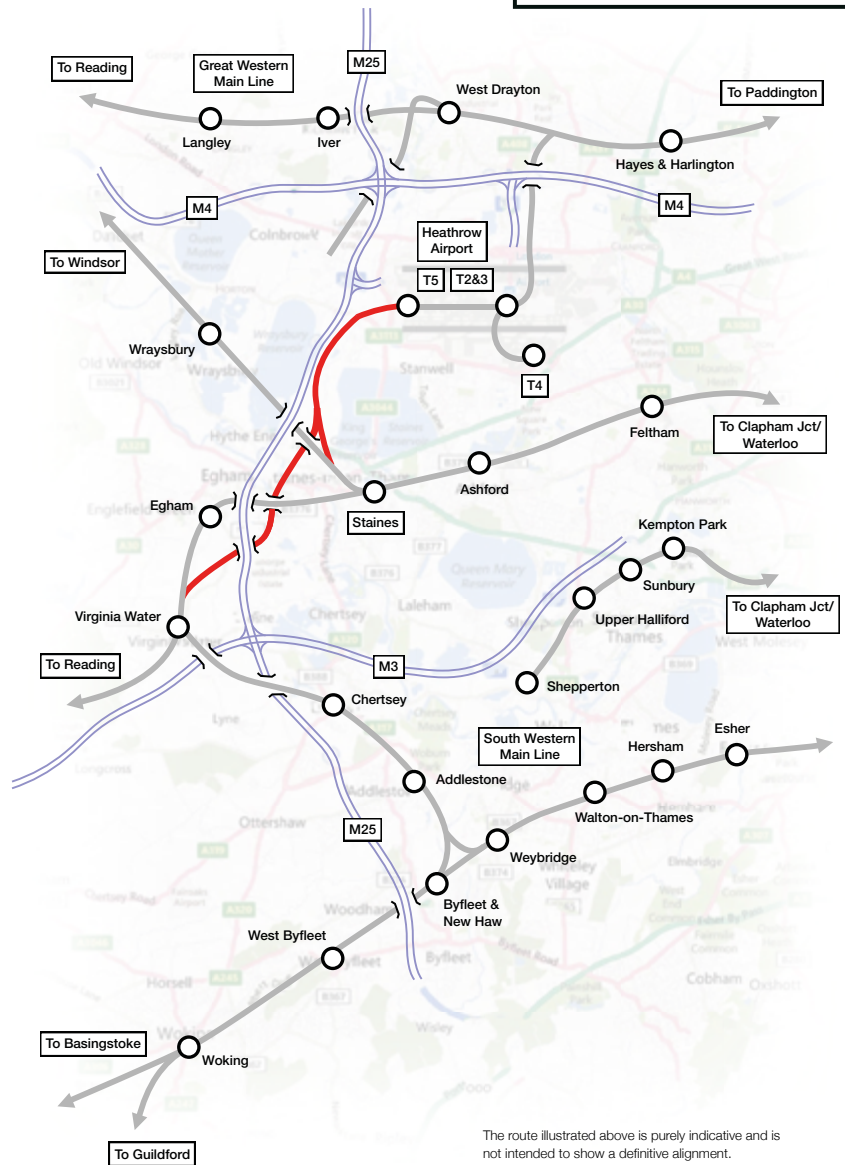
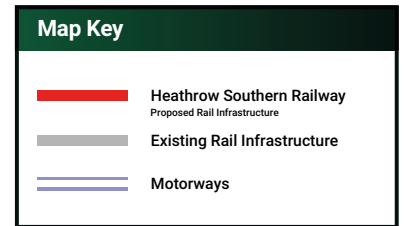
About the project Improving access to Heathrow Airport by train is an important environmental objective. Far too many passengers have no alternative but to use car, contributing to congestion and poor, illegal air quality in the area.

Currently Heathrow is not linked at all by train to Surrey, Hampshire or South and South West London. We aim to change that with our innovative scheme which would serve the following major markets:

- Fast, frequent direct trains from Surrey and Hampshire to Heathrow.
- Direct trains to Heathrow from stations in the Boroughs of Spelthorne, Hounslow, Richmond, Wandsworth, and Lambeth including Waterloo and Clapham Junction for connections to South London, Sussex and Kent.
- Direct trains from Surrey and Hampshire to Paddington, creating an alternative London terminal to Waterloo for commuters with excellent connections to the West End, the City, and Docklands via the Elizabeth Line.
- Direct trains from Surrey and Hampshire to Old Oak Common, providing a direct connection to HS2. There are also plans for 23,500 new homes and 65,000 new jobs around the new HS2 station.
- Crowding relief to the South Western main line and the London Underground network at Waterloo.
- Possible direct access to Heathrow from Southampton, Portsmouth, Bournemouth, Reading, Bracknell and Wokingham.

Proposed route

Our proposed route starts at Heathrow's Terminal 5 station and is intended to run mainly in tunnel and be electrified to minimise environmental impact. It rises to the surface to connect to the existing railway near Staines and Virginia Water.



Parliamentary Question from Angela Richardson MP, Guildford:
“To ask the Secretary of State for Transport, what progress has been made on the development of a southern link to Heathrow Airport.”

Answer from Chris Heaton-Harris MP, Minister of State, UK Department for Transport, 17 March 2021:

“Work is underway to complete the Pre-Strategic Outline Business Case alongside the continued development of an appropriate commercial model to enable a ‘market involved’ approach for Southern Access to Heathrow (SAthH).

The Department intends to provide further guidance to the market regarding the proposed commercial direction and next steps, including the process for selection of a development partner in Summer 2021.

Government remains committed to SAthH’s status as a ‘pathfinder’ project that can harness ideas and expertise from the private sector to fund, finance and deliver this scheme.

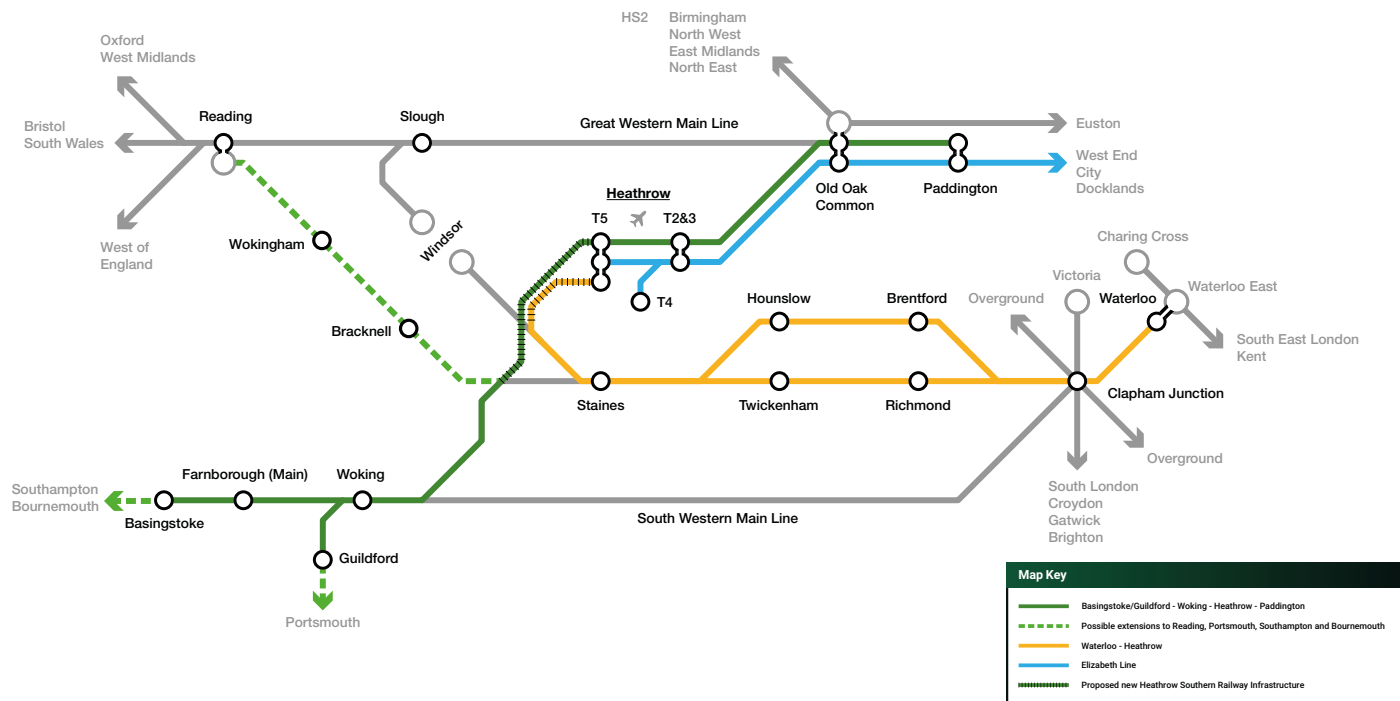
Funding

A new company – Heathrow Southern Railway Ltd (HSRL) – will build and own the infrastructure, the capital cost of which is estimated to be around £1.3billion (2016/17 prices).

The scheme will be privately financed and will be licensed by the Office of Rail and Road (ORR). HSRL will be at risk for the costs of development, construction and availability of the new railway, in return for contractual commitments from the Department for Transport to underwrite a defined quantum of train paths.

The Train Operating Companies which will provide passenger rail services over the new infrastructure will pay access charges to HSRL, the framework for which will be regulated by the ORR. Our business case does not rely on premium fares being charged. Our forecasting shows that the new rail revenues which arise from the new services to / via Heathrow will be sufficient to cover the operating costs and access charges of the new railway, meaning that the scheme in operation once mature is not expected to require subsidy from taxpayers.

Service opportunities Heathrow Southern Railway brings more trains to Heathrow Airport and creates a new route for commuters



Projected Rail Journey Times enabled by Heathrow Southern Railway

Via the green line: Basingstoke/Guildford – Woking – Heathrow – Paddington

Trains would operate every half hour from Basingstoke, Farnborough, and Guildford, and every 15 minutes from Woking, to Heathrow, with journey times faster than road. Heathrow Southern Railway is more than just an airport rail link as after Heathrow these trains would continue to Old Oak Common and Paddington creating new connections to HS2 and the Elizabeth Line.

Some trains could set out from as far away as the Solent or Dorset.

Via the yellow line: Heathrow – Staines – Clapham Junction – Waterloo

Services would be fully integrated with the South Western network via Staines-upon-Thames, creating four high capacity, direct trains per hour between London Waterloo and Heathrow, half via Richmond and half via Hounslow.

Via the dotted green line: Heathrow – Bracknell – Wokingham – Reading

Direct from Reading, providing a fast and reliable connection at Reading from South Wales and the West of England to Heathrow as well as serving Wokingham and Bracknell.

Journey Times (minutes)	Woking	Guildford	Farnborough	Basingstoke
Heathrow Airport Terminal 5	19	29	30	43
Heathrow Airport Terminals 2 & 3	23	33	34	47
Old Oak Common For HS2 and Elizabeth Line	37	47	48	61
London Paddington	42	52	53	66

Journey Times (minutes)	Clapham Junction	Putney	Richmond	Hounslow	Staines
Heathrow Airport Terminal 5	37	33	26	19	6

What happens next?

Chris Stokes, Chief Executive of Heathrow Southern Railway Limited (HSRL), writes:

A sceptic might legitimately ask why we need a new railway to an airport when fewer people are using either trains or 'planes. Here are two reasons.

Firstly, Heathrow Airport is always going to be important to the economy of the UK and, in particular, to its most commercially powerful region – London and the South East of England. When the pandemic finally ends, the rapid recovery of civil aviation is likely to be an important engine of economic renewal, even if the sector takes some years to regain its earlier volumes.

Whether or not Heathrow is eventually allowed to expand, opponents and supporters almost all recognise the importance of the airport to existing

local jobs and overall economic buoyancy. If the Government wants to secure the future of Heathrow's international competitiveness within its existing air traffic movement constraints, one obvious change would be to accelerate the improvement of its surface access which, to the south and west, is non-existent other than by road.

The second reason for approving a southern rail link to Heathrow is that, in the aftermath of the pandemic, it is clear there is no desire to restore the previous negative environmental effects of human activity. Our Prime Minister and US President Joe Biden may gently mock each other on who came up first with the expression 'Build Back Better' but in truth they – and many other world leaders – actually mean it. So also do increasing numbers of members of the public.

Consumers are becoming ever more aware of how their own choices have environmental consequences, and will expect to be able to undertake end to end journeys by the most sustainable means possible. An airline passenger of the near future will be more likely to choose an airport which can be accessed by zero-emission public transport. Heathrow is desperately lacking in this regard.

Post-Brexit Britain needs its only hub airport to be the destination of choice to environmentally-aware global business customers for whom Zoom or Teams are not a complete substitution for personal contact, and it needs Heathrow to be the sustainable gateway for direct flights bringing travellers, tourists, explorers and students for whom virtual reality will not replace actually being in our country.



We're striving to meet all stakeholders to describe the HSRL scheme and work together to make the new rail link happen

Many stakeholders tell us that they want to have a public transport alternative to road to better connect them to the jobs and opportunities which Heathrow Airport creates

"Hampshire County Council remains a keen supporter of a Southern Rail Link to Heathrow Airport. We would not wish to see a situation where Heathrow expansion is delivered but Hampshire is not directly connected to Heathrow by rail. This would be an opportunity missed."

Hampshire County Council

"This Council.. calls upon the Government to prioritise a southern rail access scheme, which supports strategic transport and economic objectives and contributes to addressing environmental impacts, to be in operation before any new runway comes into service."

Surrey County Council, Resolution passed 68 in favour with one against

"The success of the Enterprise M3 economy in Hampshire and Surrey depends heavily on economic linkages to both Heathrow Airport and London. Improved access to Heathrow through rail in particular will serve to enhance economic productivity in the Enterprise M3 area and across the South-East".

Enterprise M3 Local Enterprise Partnership

Writing to the Transport Secretary "we strongly support your initiative in opening up rail infrastructure investment to market led proposals and identifying a Southern Rail Link to Heathrow as the pathfinding scheme for this welcome policy... we jointly urge you to ensure that selection of a privately promoted

solution for SRLTH continues to be treated as a matter of high importance by your Department."

IATA and AOC – representatives of the airlines serving Heathrow

"The lack of transport links [to Heathrow] results in large numbers of people still coming in not by public transport but by car... That's not just passengers – it's the huge workforce... What I'm interested in is just the potential that there is for a solution to that problem and I think this could be the solution."

John McDonnell MP (Labour, Hayes & Harlington)

"The importance of the southern access route to North West Surrey and the onward connections to Hampshire... cannot be overstated... We therefore recommend these schemes are pursued now the government has decided to expand Heathrow."

London TravelWatch

"The plan to ultimately develop the number of local rail journeys to and from Heathrow is most interesting. I have now written to the Transport Secretary to ask if he will consider your wide ranging scheme, given the numerous benefits it appears that such an ambitious project will bring."

Michael Gove MP (Conservative, Surrey Heath)

"I am extremely supportive of schemes like this which improve the public sector infrastructure and take people out of their cars. To me this is a totally laudable scheme."

Baroness Jenny Randerson (Liberal Democrat Lords Spokesperson on Transport)

"From the perspective of my own constituency of Guildford, I have been grateful for information supplied to me by the directors of Heathrow Southern Railway Ltd, whose design proposal avoids the busy level crossings at Egham, which proved so tricky for Airtrack. They envisage frequent trains from Guildford reaching terminal 5 in just 29 minutes and then continuing on to Old Oak Common for interchange with HS2 and the long-awaited Elizabeth line, before terminating at Paddington. This will be transformative for my constituents and for the capacity of Guildford and other towns similarly served, such as Woking, Basingstoke and Farnborough, to attract investment."

Angela Richardson MP (Guildford) in the House of Commons, 22 July 2020



Heathrow Southern Railway Limited

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